

East Los Angeles 3rd Street Plan

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PROJECT LOCATION AND BACKGROUND

The East Los Angeles 3rd Street Plan (Plan) area is located approximately five miles east of downtown Los Angeles and is located within the unincorporated community of East Los Angeles (See Figure INT.A). The plan area boundary is approximately two square miles and extends approximately one-half mile to the north and south of the Metro Gold Line from Indiana Street on the western boundary, Hubbard and Sixth Streets to the south, and Margaret Avenue and Atlantic Boulevard to the east. The Plan area is bisected by the Pomona Freeway (State Route 60) and the Long Beach Freeway (Interstate 710).

The Plan is a comprehensive planning document to guide future development of the plan area. The document sets forth a comprehensive set of strategies and design guidelines intended to produce a project consistent with the goals, objectives, and policies of the County of Los Angeles General Plan and the East Los Angeles Community Plan.

This Plan builds on the 1978 East Los Angeles Community Plan, assesses new challenges, and outlines what is necessary to succeed over the forthcoming twenty-year planning horizon. Furthermore, this Plan also addresses the limitations of the 1978 plan and the East Los Angeles Community Standards District (CSD) regulations, particularly through a new form-based code to be considered concurrently with this Plan in an effort to ensure a sustainable and livable community, and to enhance and preserve the community's distinctive character, culture, and history.

TRANSPORTATION AND DEVELOPMENT CONTEXT

Residential and commercial growth in East Los Angeles was largely shaped by the use of streetcar lines in the early twentieth century. In 1905, the extension of the Stephenson Avenue streetcar was completed to the eastern Los Angeles city limits. The Stephenson Avenue line, also known as the "R" line, ran east from downtown Los Angeles on 7th Street and connected with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. As development grew eastward in the 1920s, the streetcar followed along to Whittier Boulevard into East Los Angeles. The Indiana Street streetcar shuttle line ran from Whittier Boulevard to 1st Street and connected with other streetcar lines through East Los Angeles and beyond. However, beginning in the 1940s and 1950s

and due to the increasing popularity of automobile travel, all of the streetcar lines were dismantled and some were converted to bus routes. Eventually, the "R" line was discontinued and replaced with a bus service on March 31, 1963.

Beginning in the 1950s, the construction of the interstate highway system displaced many neighborhoods across Los Angeles, including within the Specific Plan area. The Long Beach Freeway (I-710) construction began in 1952, and today the freeway bisects the plan area from north to south, crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (CA-60) construction started in 1965, and today the freeway crosses the plan area from the east to west, mostly parallel to 3rd Street, but crossing over 3rd Street just west of the Calvary Cemetery. While the freeways improved the movement of motor vehicles, they disrupted the historical street grid system and changed the housing patterns of the community. The freeways had a detrimental effect on the project area due to the demolition of hundreds of existing homes, the displacement of residents and businesses, and the introduction of newer housing into established historic neighborhoods.

In 2009, the restoration of rail service in East Los Angeles began with the operation of Metro's Gold Line extension from downtown Los Angeles. Four new rail stations opened in the plan area, which reconnected the East Los Angeles to the region with fast, safe, and convenient rail service. The four stations located within the plan area are: Indiana, Maravilla, Civic Center, and Atlantic (see Figure INT.B).

The Gold Line investment, combined with transit- and pedestrian-supportive development, presents a significant opportunity to:

- Bring energy, growth, and economic vitality to the community;
- Rebuild a cohesive community and walkable neighborhood; and
- Reconnect the historic community of East Los Angeles.

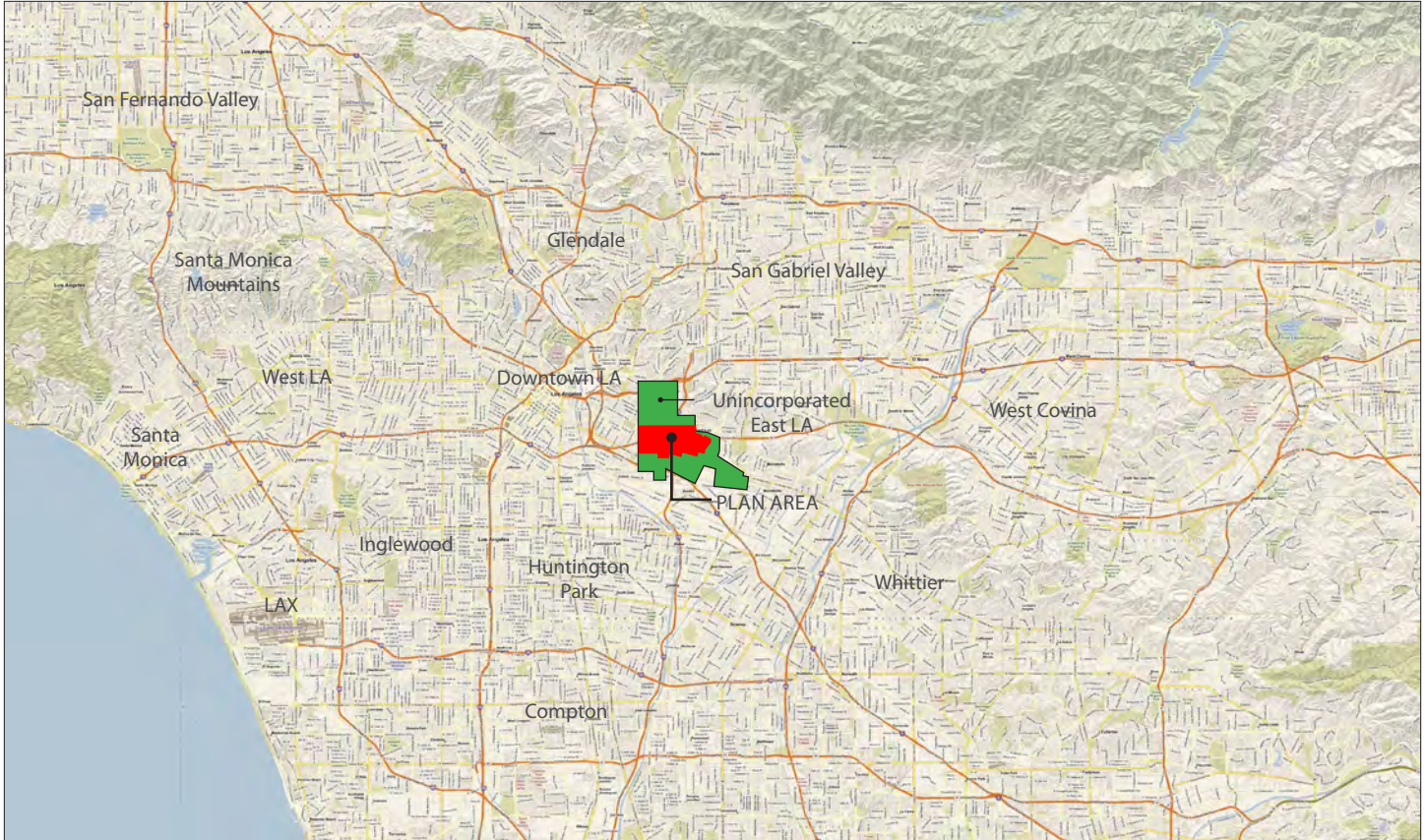


FIGURE INT.A: REGIONAL CONTEXT

DISCOVERY PROCESS AND PUBLIC ENGAGEMENT

The first phase in the preparation of this Plan included the preparation of a Discovery Catalog. This process involved reviewing and evaluating relevant planning documents, including the County of Los Angeles General Plan, East Los Angeles Community Plan, Zoning Ordinance, and East Los Angeles Community Standards District regulations. Further, interviews were conducted with regulatory agencies, stakeholder groups. Lastly, a physical conditions analysis of the plan area was completed and the analysis included the following:

- Street network and circulation
- Walkability and pedestrian safety
- Open space and recreation
- Civic uses and historic resources
- Building intensity and compatibility
- Commercial and retail locations and intensities
- Utility infrastructure
- Existing and pending development

The Discovery Catalog of analytical information was provided to County staff and community members for review. The catalog provided an initial level of understanding of the project area for the strategic planning team participants. It helped frame the key planning issues throughout the planning process and discovery phase. During the discovery phase, community workshops were conducted with stakeholders and interest groups to familiarize the consultant team with East Los Angeles, and to define the set of issues and opportunities that the Plan would address.

The discovery phase and the plan preparation were guided by an ongoing and collaborate public engagement process that included:

- East Los Angeles Planning Advisory Committee (ELAPAC) (8 appointed and 13 elected members of the community) was established to ensure broad community representation and participation. ELAPAC met quarterly from October 2009 to October 2011, with additional meetings in 2010.
- Regional Planning Commission discussion in July 2009 to present a project overview, a summary of the community outreach program, and a summary discussion of the existing conditions in the plan area (Discovery Catalog).
- Walkabout tour of the plan area with key community stakeholders in which participants identified issues, challenges, and opportunities for change. What was learned shaped the design and coding charrettes and ultimately defined the community's vision.
- ELAPAC consultant-led tour of other Gold Line station areas in Los Angeles, Pasadena, and South Pasadena.
- Four Discovery Workshops were held in the neighborhoods: Belvedere Park Social Hall (7/13/2009), City Terrace Park Social Hall (7/14/2009), Ruben Salazar Park Senior Center (7/21/2009), and Saybrook Park Recreation Room (7/25/2009). Each workshop was organized around a consultant team presentation, an extensive question and answer session, with round-table discussions of issues, concerns, and opportunities. Analytical and diagnostic drawings and other documents provided by the consultant team, assisted workshop participants to represent and express their points of view accurately and constructively.
- Participation by stakeholders in two, five-day design and coding charrettes. The first session focused on policy strategies and the second session on design solutions. Community members and County staff participated in site planning and building massing activities, and formed potential development scenarios taking into consideration height and orientation to the street. Participants were asked to identify what amenities they would like to see and where they should be located.
- Big Picture Workshop. Half-day workshop that focused on broad planning issues held at Ruben Salazar Park Senior Center (9/19/09) and City Terrace Park Community Room (9/26/2009).
- Design Solutions Workshop. Half-day workshops that focused on targeted design solutions held at Ruben Salazar Park Senior Center (10/17/09) and City Terrace Park Community Room (10/24/2009).
- County department stakeholder interviews on May 13, 2009 and community stakeholder interview on May 16, 2009.
- Approximately 30 community meetings, business organization discussions, and other events in which County staff summarized the draft Plan.
- Twelve-month public review period of the May 2013 draft Plan was made available and published on the project website.
- Public scoping meeting (8/3/2013) held at the East Los Angeles Public Library Community Room to receive community member comments in the preparation of the Environmental Impact Report (EIR).
- Forty-five day public comment period beginning on May 15, 2014 regarding the availability of the draft Environmental Impact Report and revised final draft Plan.
- Hearing Examiner public hearing held on June 12, 2014 at the East Los Angeles Public Library Community Room to summarize the Draft Environmental Impact Report and final draft Plan.
- Regional Planning Commission public hearing held on July 23, 2014 to consider the draft Environmental Impact Report and the final draft Plan.



Indiana Station



Maravilla Station



Civic Center Station



Atlantic Station

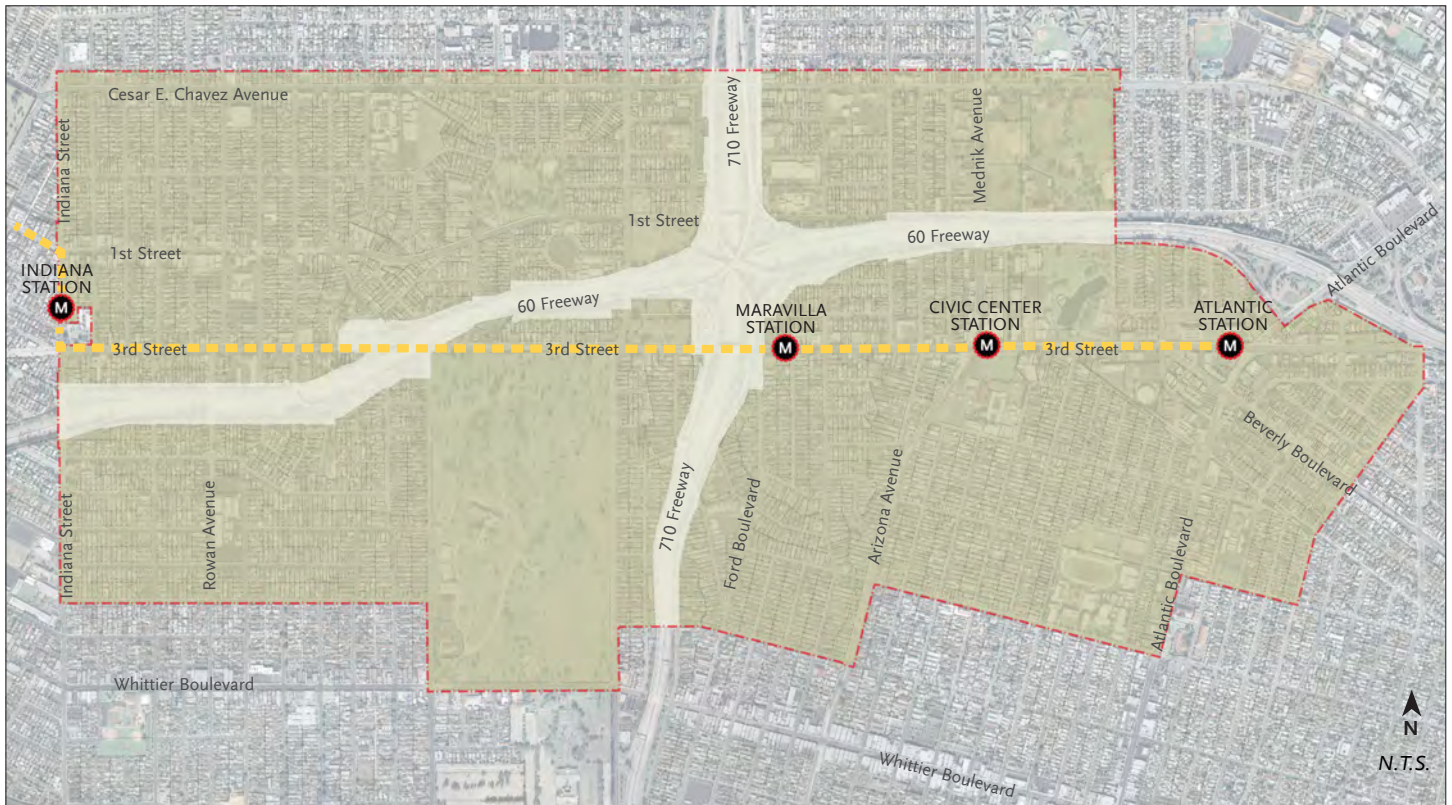







FIGURE INT.B: LOCAL SETTING

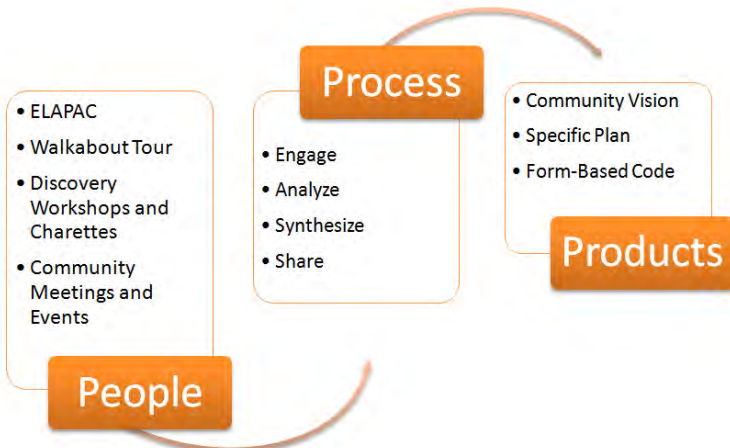
-  Plan Area
-  60 and 710 Freeways
-  Metro Gold Line Route
-  Specific Plan Boundary
-  Metro Gold Line Station

COMMUNITY PLANNING PRINCIPLES

During the Discovery Workshop process, the planning team recorded hundreds of comments and observations from stakeholders. The public engagement efforts and workshops resulted in a compilation of eight community-planning principles listed below. By focusing on these key issue areas, this Plan will address the needs and aspirations of the residential and business community:

1. Community pride and culture
2. Improve development standards and establish a new form-based code
3. Increase jobs and stimulate the local economy
4. Increase quality retail and services
5. Improve and facilitate additional housing
6. Balance mobility and improve access to public transit
7. Enhance pedestrian comfort and safety
8. Improve access to recreational facilities and open space

Community Planning Principles are the basis for the goals and policies in this Plan. The planning principles are key issues identified by residents and stakeholders of East Los Angeles and guided the development of this Plan.



Discovery Workshop: City Terrace Park



Stakeholder Meetings: Civic Center



Discovery Workshop: Belvedere Park



Discovery Workshop: Saybrook Park

COMMUNITY PLANNING PRINCIPLES

1 Community pride and culture: East Los Angeles is a community where people live with comfort, pride, and have a strong cultural identity. The history and culture of the community should be celebrated and reinforced by the neighborhood character.



The original King Taco



1st Street retail



Murals tell the story of East LA's history and culture

2 Improve development standards and establish a new form-based code: Development standards should be updated to establish the desired physical form and character; require high standards of architecture, good urban design, mixed-uses, appropriate heights, improved signage standards, and increased landscaping.



Craftsman bungalows in Los Angeles, CA from 1915



Shaded sidewalks with shopfront windows



Public and Private space merging to create a pedestrian environment

3 Increase jobs and stimulate the local economy: Maintain a healthy and vital economy, providing a variety of jobs for our residents and a climate in which our businesses can prosper.



Provide residents with transit alternatives for shopping and access to jobs



Support local businesses



Development increases along 3rd Street

4 Increase quality retail and services: Promote a variety of quality neighborhood-oriented retail, service, and entertainment uses within walking distance of neighborhoods.



Quality retail businesses



Shaded sidewalks with clear visibility of shopfronts



A complementary mix of national brand and local merchants

COMMUNITY PLANNING PRINCIPLES

5 Improve and facilitate additional housing: A variety of housing types should be provided which are compatible with existing housing types and neighborhoods within the community. A diverse mix of ownership and rental housing, and market rate, affordable, and workforce housing should be maintained.



Courtyard Housing (flats, townhouses, and lofts)



Mixed-use building

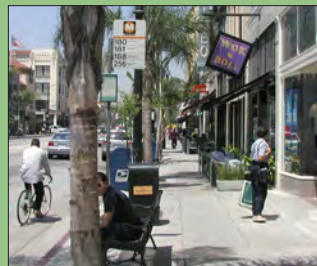


Housing over stores and offices

6 Balance mobility and improve access to transit: A more connected, urban street grid system should be created, where feasible, with walkable blocks to provide increased mobility for pedestrians, bicyclists, and vehicles.



Diagonal parking, bulbouts, and a tree lined 'main' street



Wide sidewalks in a pedestrian-friendly configuration



Conceptual transformation of Downey Road

7 Enhance pedestrian comfort and safety: Safe, convenient, and attractive pedestrian and bicycle access should be provided throughout the community that enhances neighborhood connectivity to all transit stations, open space, and mixed-use corridors.



Comfortable and safe sidewalks

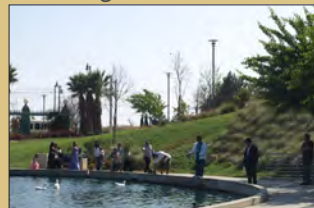


Transformation of area at left, showing mixed-use pedestrian-oriented environment



Pedestrian-friendly crossing with colored pavers and clearly marked paint

8 Improve access to recreational facilities and open space: Existing green space, natural areas and features should be preserved and enhanced. Facilities should be provided that can be programmed for seasonal activities that serve all age groups, such as jogging paths, evening events, recreation centers, and plazas. More cultural and public art facilities should be introduced and integrated into adjacent uses and neighborhoods.



Parks as destinations



A Square framed and activated by buildings and their activities



Community life on display

VISION AND LAND USE STRATEGY

This section describes the vision, existing conditions, and the Plan strategy for each of the plan areas described below. The vision presented here drove the development of the Plan goals and policies identified in Chapter 1.

VISION STATEMENT

East Los Angeles is a safe, diverse, and economically vibrant community with a rich cultural history. Our community has prosperous mixed-use corridors, safe and family-friendly residential neighborhoods, and tree-lined streets that serve as distinctive and proud places for our community, and a desirable destination for visitors and commuters.

The East Los Angeles 3rd Street Plan will:

- Bring energy, growth, and economic vitality
- Build a cohesive community and walkable neighborhood
- Reconnect the historic community of East Los Angeles

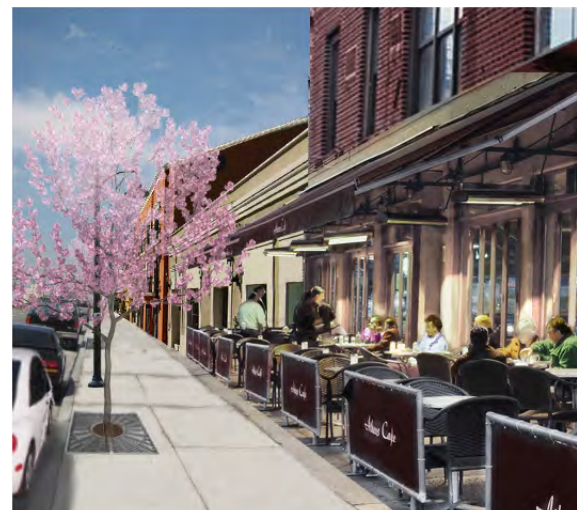
Through a collaborative planning effort and pedestrian supportive development, the Plan area will be a safe, family-friendly, and economically vibrant community that recognizes East Los Angeles' unique identity and character.



Existing Conditions on 3rd Street with lack of shade for pedestrians



Conceptually proposed transformation on 3rd Street with shade trees and restored sidewalk and curb



Conceptually proposed building development on 3rd Street with activated sidewalk and building placement

3RD STREET VISION AND TRANSFORMATION

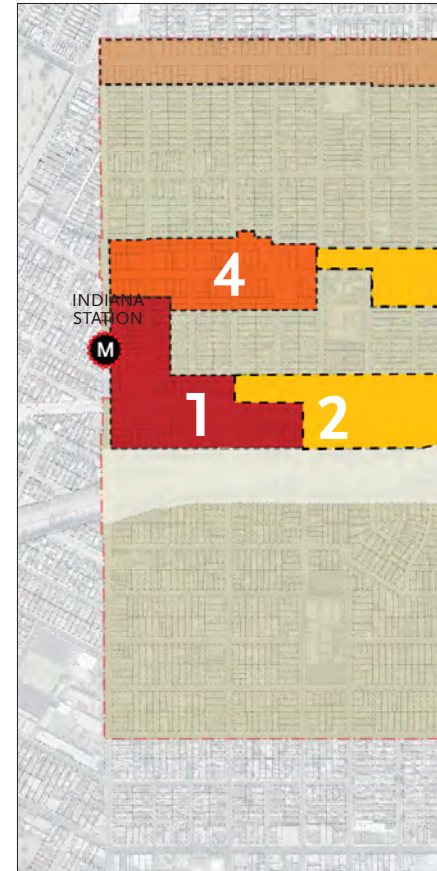
Major change is expected around the Gold Line stations of Indiana, Maravilla, Civic Center, and Atlantic. Third Street station areas will be transformed into “transit centers” with vibrant mixed-use buildings containing retail shops, restaurants, or offices that support both the community and will serve as a destination for visitors and commuters. A variety of housing types will be encouraged near stations to accommodate residents of different ages, incomes, and household sizes. Plazas, outdoor dining, and public art will help to create attractive, distinctive, and vibrant places. The 3rd Street vision and transformation plan includes the following four transit station areas.

- Indiana Station Area
- 3rd Street between the freeways
- Maravilla and Civic Center Station Areas
- Atlantic Station Area

FIGURE INT.C - PLAN FRAMEWORK

- Plan Boundary
- Metro Gold Line Station

Figure INT.C identifies the objectives for areas within the Plan area. Accordingly, this figure identifies the goals and policies, implementation measures and development regulations to implement the Plan over its 20-year planning horizon. The framework for each of the areas is discussed below:

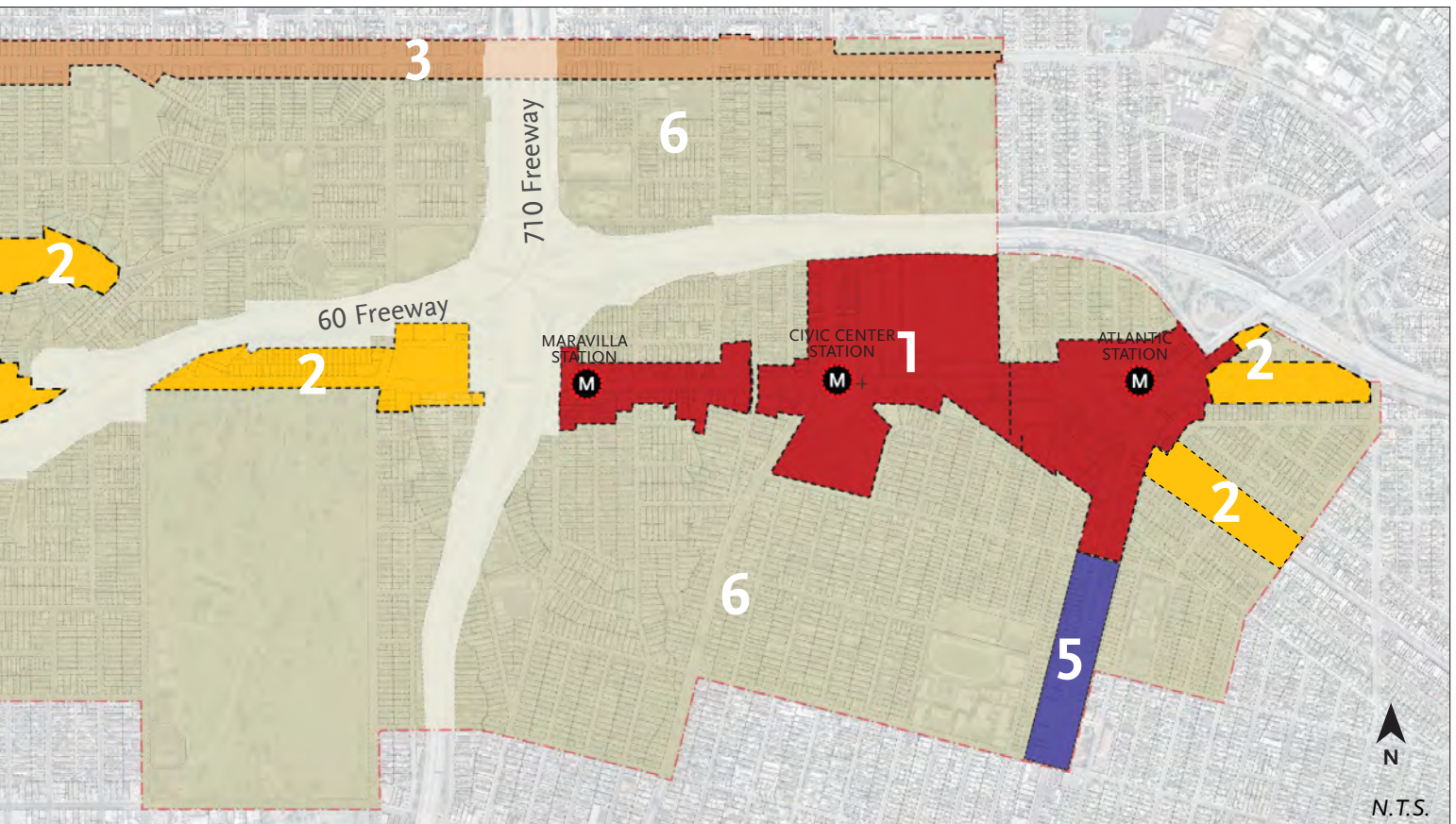


1. TOD

- Establish Indiana Station and Atlantic Station as western and eastern gateways
- Allow for mixed-use buildings that provide a range of goods, services, housing, and employment opportunities
- Provide a context-sensitive parking strategy, shared parking, and recognize non-motorized travel
- Enhance retail viability, walkability and safety on 3rd Street with an improved streetscape and open space strategy

2. Neighborhood Center

- Maximize shallow parcels with mixed-use buildings in an effort to provide valuable ground floor retail space or business suites as well as upper floor apartments or condominiums
- Establish a safer pedestrian and bicycle network for north-south travel between the neighborhoods in and out of East Los Angeles
- Enable suitably-scaled infill development to reinforce the existing scale and historic resources
- Enable corridor development that is compatible and consistent with the scale and character of adjacent neighborhoods
- Provide varied housing options and resident-oriented service amenities



3. Cesar E. Chavez

- a. Reinforce the urban character of Cesar E. Chavez Avenue west and east of the 710 freeway
- b. Introduce mixed-use buildings that provide a range of goods, services, housing, and employment opportunities
- c. Maximize active, ground floor commercial frontages
- d. Enable infill development to reinforce an average two- to three-story scale of buildings and historic resources
- e. Provide a context-sensitive parking strategy to maximize on-street parking, shared parking, and recognize non-motorized travel
- f. Enhance retail viability, walkability and safety with an improved streetscape

4. 1st Street

- a. Establish 1st Street as the dominant “Main Street” within the planning area, providing a strong destination for local-serving shops and restaurants, and a safe and pleasant environment for shoppers
- b. Expand retail and restaurant activity later into the evening
- c. Enable infill development to reinforce an average two- to three-story scale of buildings and historic resources
- d. Provide a context-sensitive parking strategy to maximize on-street parking, shared parking, and recognize non-motorized travel
- e. Enhance retail viability, walkability and safety with an improved streetscape

5. Atlantic

- a. Establish a unique pattern of development that will reinforce the pedestrian character of this district and create a distinctive setting that will appeal to a wide variety of retailers, employers, and shoppers
- b. Reinforce the commercial fabric of Atlantic Boulevard, providing parking and services behind building
- c. Provide alternative high value uses and restore balance between residential and neighborhood-compatible industrial activity
- d. Maximize active, ground floor commercial frontage
- e. Enhance retail viability, walkability and safety on Atlantic Boulevard with an improved streetscape

6. Low Medium Residential

- a. Preserve the scale and character of the existing neighborhood
- b. Restore balance between residential and neighborhood-compatible industrial activity
- c. Work with the school district to encourage improvement and increase access to school open space
- d. Address non-conforming uses and the ability to transition or remain
- e. Enhance walkability and safety with an improved streetscape and open space strategy

Indiana Station Area

Existing Conditions

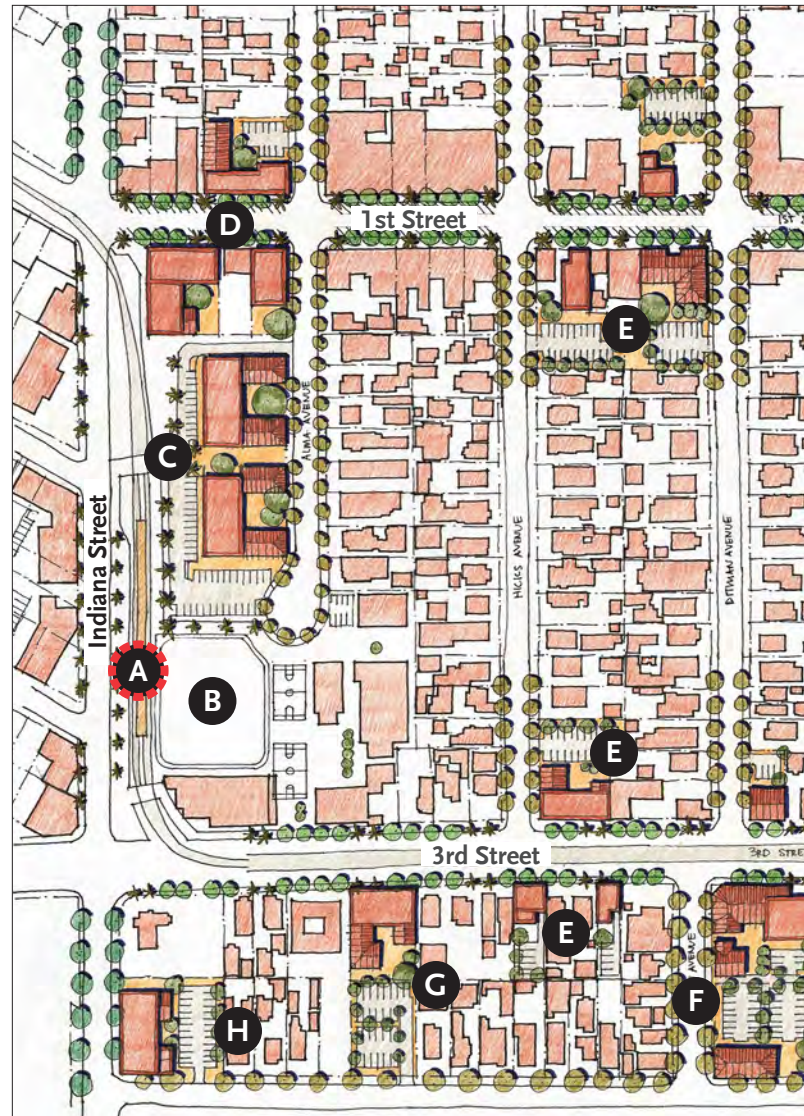
The Indiana station and vicinity are characterized by relatively low-intensity buildings, including single-family homes that are used as both residences and businesses, one-story commercial buildings, one and two-story mixed-use buildings at 1st Street and Indiana Street, Ramona High School, and a 43-space surface commuter parking lot operated by Metro. Immediately across from the Indiana Station are residential lots with generally one-story structures and is nearly void of landscaping.

Vision

The Indiana Station (Figure Int.D) is an important gateway to East Los Angeles and is reinforced through the introduction of mixed-use, transit-oriented and pedestrian-supportive development along 1st Street, Indiana Street, and Alma Avenue. The Indiana Station should have a strong visual identity and functional cohesion. Parking lots should be located behind or beneath buildings and, when visible from the public realm, should be designed as plazas with the pedestrian in mind (with unit pavers and shade trees), rather than paved land simply to store vehicles. Despite the close proximity to vehicular movement, open spaces and plazas in the station vicinity should be developed and designed as comfortable, vibrant places for people to congregate and enjoy.

Plan Strategy

The Plan accommodates mixed-use building types along 1st Street and Indiana Street to reinforce the “Main Street” character. Over time, the parcels between Indiana Street and Alma Avenue, just to the east of the station, will be intensified with transit-oriented buildings that accommodate multi-family housing (facing Alma Avenue), ground floor retail or live-work units (facing the station), and parking for Gold Line commuters. The massing and scale of buildings that face Alma Avenue will be residential in character, while the portion facing the station will be more commercial in character. Mixed use building of up to three stories in height will provide a variety of quality housing, commercial, and employment opportunities. Larger block buildings have courtyard setbacks for outdoor dining, landscaping, or



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.



FIGURE INT.D - INDIANA STATION AREA VISION

- A** Existing Gold Line Indiana Station
- B** Existing Ramona High School
- C** Example of multi-story high density infill at Indiana Station
- D** Example of mixed-use buildings fronting 1st Street
- E** Example of mixed-use/office infill
- F** Example of mixed-use infill with parking in back
- G** Example of multi-story mixed-use infill
- H** Example of mixed-use mixed-use fronting Indiana Street

other amenities. Parking is located behind buildings or in subterranean garages, and is not visible to the public realm. To provide more open space, a joint-use agreement between Ramona High School and the County would be enacted to enable local residents to utilize recreational fields after school, during weekends and summer months.

Transforming the Indiana Station area will:

- Establish a community gateway.
- Create a “transit center” destination that evokes a unique sense of place, celebrates local diversity and attracts private investment.
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual illustration of mixed-use building over parking at the Gold Line Indiana Station

CONCEPTUAL EXAMPLES OF INDIANA STATION AREA VISION



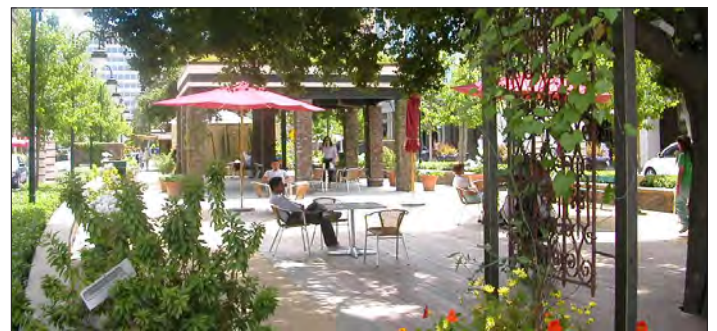
The Gold Line passes a mixed-use, pedestrian-friendly neighborhood center



Small retail shops and residences face the street and hide parking



A busy plaza accommodates pedestrians and the light rail train



A plaza provides comfortable places to sit

3rd Street between the Freeways

Existing Conditions

This segment of 3rd Street is generally isolated from the adjacent neighborhoods by SR-60 to the north and east, I-710 to the east, and Calvary Cemetery to the south. It is connected to the neighborhoods to the north by Sunol Drive, Eastern Avenue, and a pedestrian bridge at Marianna Avenue, and to the south via Downey Road and Eastern Avenue. This segment of 3rd Street lacks a consistent streetscape, contains vacant parcels and underutilized buildings, and has narrow sidewalks located immediately adjacent to the vehicular pavement. Both residential and commercial buildings are present. There are also two freeway overpasses with limited nighttime lighting, which causes an unwelcoming pedestrian passageway.

Vision

This portion of 3rd Street (Figure INT.E) will be transformed with streetscape improvements, including a walking and jogging path that circumnavigates Calvary Cemetery. Along 3rd Street, safer sidewalks and attractive landscaping would create a more inviting and welcoming walking environment, especially for people attending churches, visiting Calvary Cemetery, or using the proposed walking trail around the cemetery's outer perimeter. The walking experience under the freeway overpasses should be improved. Downey Road will be more pedestrian- and bike-friendly, creating better north and south community connections.

Plan Strategy

The Plan will accommodate mixed-use buildings in this segment of 3rd Street. Downey Road should become more pedestrian- and-bicycle-friendly with the cemetery jogging path and bicycle lanes, creating more inviting connections to the north and south. On 3rd Street and underneath freeway overpasses, safer sidewalks and a new attractive streetscape should be introduced on both sides of the street, generating a more welcoming experience.



Transforming this segment of 3rd Street will:

- Enhance the segment as a walkable link between Indiana Station and Maravilla Station, as well as to neighborhoods to the north and south
- Provide opportunities for public art installations underneath freeway overpasses
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

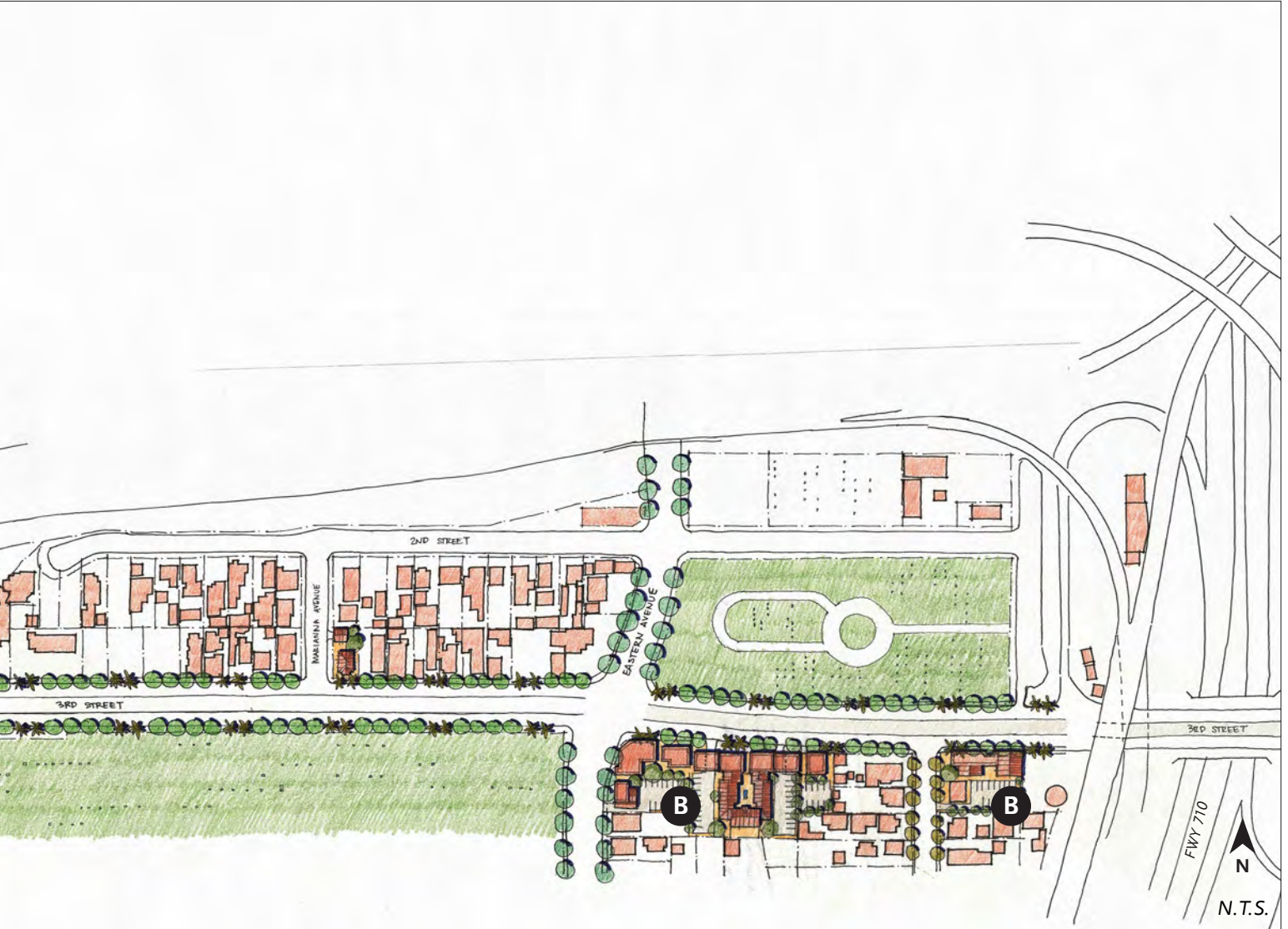


FIGURE INT.E - ILLUSTRATIVE PLAN - 3RD STREET BETWEEN THE FREEWAYS AREA VISION

- A** Example of courtyard housing infill
- B** Example of office infill

This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

Maravilla Station and Civic Center Station Areas

Existing Conditions

Near Maravilla station is the iconic original Taco King restaurant, as well as older residential structures of generally one-story with minimal setbacks from the street. There are some street trees present. In the vicinity, are underutilized parcels, including parking lots, vacant properties, and undercapitalized commercial buildings. Near the Civic Center station is Garfield High School with a sports field and associated recreation facilities on the south side. To the north of the station are Belvedere Park, the Edward R. Roybal comprehensive health center, and the County civic center facility with a field office, library, sheriff, and county courthouse. Surrounding areas incorporate a wide range of streetscaping, from trees to shrubs. This section of 3rd Street exhibits a stronger sense of identity and definition than the other station areas with an artistic mural, geometric building painting, and the station itself combining to create a bright, accessible environment.

Vision

The Maravilla and Civic Center station area (Figure INT.F) should be transformed through the gradual infill and redevelopment of underutilized parcels into a vibrant, mixed-use environment. It will serve as a distinctive, welcoming place for residents, and a destination for visitors and employees, and a focal point for community gatherings and civic activities. The areas around the stations will provide a variety of quality housing and commercial opportunities, with an expanded employment market.

Plan Strategy

Mixed-use buildings, housing, and commercial buildings should be introduced on 3rd Street's various underutilized sites, particularly on the vacant parcels that exist on both the north and south sides of this segment and in undercapitalized commercial buildings. Larger block buildings provide courtyard setbacks for outdoor dining, landscaping, or other amenities. Parking should be located behind buildings or in subterranean garages, and is not visible to the public realm.



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.



FIGURE INT.F - MARAVILLA AND CIVIC CENTER STATION AREA VISION

- A** Gold Line Maravilla Station platform
- B** Example of mixed-use lined public parking garage
- C** Example of public plaza and mixed-use infill
- D** Example of office infill with parking in rear
- E** Example of courtyard housing
- F** Example of park
- G** Example of large mixed-use infill with shared surface parking
- H** Gold Line Civic Center Station platform
- I** Existing East Los Angeles Civic Center, including the Public Library
- J** Existing Civic Center Park

Transforming the Maravilla and Civic Center Station areas will:

- Create a “transit center” destination that evokes a unique sense of place, celebrates local diversity, and attracts private investment
- Strengthen the Civic Center area as a major employment center and community gathering place
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual Illustration of a Parking garage with liner at Maravilla Station

CONCEPTUAL EXAMPLES OF MARAVILLA AND CIVIC CENTER STATION AREA VISION



A large plaza surrounded by restaurants accommodates civic events



A parking garage with retail uses lining the ground floor



A pedestrian-oriented light rail station



Lined garage with shop fronts and street access to parking

Atlantic Station Area

Existing Conditions

This station is located between South Woods Avenue and South Atlantic Boulevard where 3rd Street turns into Pomona Boulevard. Immediate surrounding properties include Kaiser Permanente to the north and commercial uses to the south. A majority of the surrounding area around the station is used for surface parking lots. There is a wide range of streetscaping, from tall palm trees to flowering trees and shrubs.

Vision

Similar to the other station areas along 3rd Street (Figure INT.G), the Atlantic Station area should be transformed into a mixed-use, pedestrian friendly transit-oriented environment through the gradual infill of its underutilized parcels. Parcels currently occupied by one-story commercial buildings and parking lots will be redeveloped at a higher intensity. Large parcels will accommodate larger footprint buildings. Pedestrian passage ways and smaller plazas should connect parking areas to the street and provide convenient circulation for shoppers, increase the visibility of shops to motorists, and provide buildings that are in scale and character of the corridor.

Plan Strategy

The Plan will accommodate a variety of building types. More intense buildings should be introduced near the station (taller mixed-use buildings with retail ground floors); less intense types should be located near residential neighborhoods (lower height buildings and rowhouses). This pattern should provide a suitable transition between the higher intensity station-area development and the adjacent residential areas. Mixed-use building up to three stores in height should provide a variety of quality housing, commercial, and employment opportunities. Larger block buildings should provide courtyard setbacks for outdoor dining, landscaping, or other amenities. Parking should be located behind buildings or in subterranean garages, and is not visible to the public realm.



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.



FIGURE INT.G - ILLUSTRATIVE PLAN - ATLANTIC STATION AREA VISION

- A** Gold Line Civic Center Station platform
- B** Opportunity site for mixed-use infill
- C** Mixed-use infill and new street alignment with shared surface parking
- D** Gold Line Atlantic Station platform
- E** Courtyard housing infill opportunity site
- F** New MTA-funded Park-Once garage
- G** Mixed-use infill fronting 3rd, Atlantic, and Beverly, over subterranean garage
- H** Rowhouses and/or live-work fronting a proposed park
- I** Two-story mixed-use infill with parking in rear

Transforming the Atlantic Station area will:

- Establish a community gateway
- Create a “transit center” destination that evokes a unique sense of place, celebrates local diversity and attracts private investment
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual three-story mixed-use buildings and a public plaza front 3rd Street and Atlantic Station

CONCEPTUAL EXAMPLES OF ATLANTIC STATION AREA VISION



Mixed-use building with ground floor retail and upper floor office uses



A pedestrian passage provides access from street to center of block



Mixed-use buildings flanking a light rail station



Mixed use buildings with housing and/or offices above retail



Two-story mixed-use buildings front Atlantic Boulevard and 3rd Street

CORRIDORS VISION AND TRANSFORMATION

Moderate change is expected along 1st Street, Cesar E. Chavez Avenue, and Atlantic and Beverly Boulevards. These corridors will facilitate complimentary mixed-use buildings with neighborhood-supporting retail, restaurants, and offices, including a range of housing types for a diverse population. Compatible infill will complement and be compatible with adjoining residential neighborhoods. The vision for the following corridors is discussed below:

- Atlantic Boulevard
- 1st Street “Main Street”
- Cesar E. Chavez Avenue West
- Cesar E. Chavez Avenue East

Atlantic Boulevard

Existing Conditions

Atlantic Boulevard is currently the least pedestrian-oriented section of the project area and has experienced declining private investment. The area is characterized with more auto-oriented businesses and a concentration of under-capitalized commercial properties. In the Pomona Boulevard segment, there are a number of notable mid-century commercial buildings, including the Pep Boys auto parts store.

Vision

As a major thoroughfare from Pasadena to the Pacific Ocean and the Port of Long Beach, Atlantic Boulevard is and will likely remain primarily oriented for the automobile. However, as Atlantic Boulevard traverses the Atlantic Station area, it should be framed by a mixture of one, two, and three-story buildings. Parking lots will be located behind and beside buildings, rather than front the street. This pattern of development should reinforce the pedestrian character of this station area and create a distinctive setting that should appeal to a wide variety of retailers, employers, and shoppers.



Commercial buildings front Atlantic Boulevard and provide parking and services in the rear

Plan Strategy

The Plan will accommodate attractive new buildings, located at the front of the lot, to define the edge of the street and create an attractive and comfortable place to walk. Parking should be located at the side or at the rear of the building, screened from the view of the street by hedges and/or low walls. In order to improve the character of the corridor and provide more valuable building frontage for retailers, the width of side yard parking lots should be minimized, so that buildings are spaced as close to one other as practical. Primary and secondary vehicular access will be provided from the alley, dispersing departing vehicles onto the side streets which have lower traffic volumes and speeds than Atlantic Boulevard.

Transforming Atlantic Boulevard will:

- Improve the streetscape and landscaping with the placement of new buildings closer to the sidewalk
- Strengthen the commercial fabric of Atlantic Boulevard without disrupting the pedestrian network
- Reinforce multi-modal connections along Atlantic Boulevard and the Atlantic Station

CONCEPTUAL EXAMPLES OF ATLANTIC BOULEVARD VISION



One-story buildings adjacent to sidewalk with parking in between and screened from view



A wide street is mitigated by multi-story buildings built to the sidewalk with large canopy trees for shade and traffic calming



Proposed massing of Atlantic Boulevard increases building frontages while reducing parking on the front of lots

1st Street “Main Street”

1st Street will accommodate local-serving shops and restaurants, and provide a safe and pleasant environment for shoppers. The corridor will be developed with local-serving retail buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear.

Existing Conditions

The 1st Street corridor accommodates local-serving retail shops, restaurants, and services along between Indiana Street to Rowan Avenue. The corridor is primarily developed with buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear of the building. There is some strip-mall-style development which disrupts the historic building line and creates an inconsistent urban fabric. Most commercial buildings are located along sidewalk edges with no on-site parking. When present, parking areas lack landscaping or are minimally landscaped. On-street parallel parking is available in this segment of 1st Street.

Vision

1st Street’s “Main Street” role should be reinforced and enhanced through preservation of historic structures, modest increases in allowed commercial and residential intensities, and streetscape improvements.

Plan Strategy

The Plan will accommodate new infill buildings that reinforce the historic shop-front pattern. Parking should be accommodated at the back of the lot in open parking lots or in structured parking lined by upper floor uses. In either case, parking should be hidden behind 1st Street-facing shops.



Conceptual two- and three-story buildings

Transforming 1st Street will achieve:

- Continuous retail and restaurants on the ground floor provide neighborhood-serving uses within walking distance of surrounding residential neighborhoods
- Sensitive infill, repair, and restoration reinforce community character
- Improved streetscapes and frontages

CONCEPTUAL EXAMPLES OF 1ST STREET VISION



Three-story mixed-use building example



Mixed-use three story building example



Conceptual massing of 1st Street with two- and three-stories of housing over retail and office uses, with parking placed in the back

Cesar E. Chavez Avenue West (West of I-710)

Existing Conditions

This segment contains developed commercial buildings that reflect a historical development pattern, strip-mall style buildings, and intermittent single-family and multi-family residential housing units. This varying pattern creates an inconsistent visual fabric which lacks definition and cohesion. Generally, the building heights are one story with no setback from the street, except at the residential locations. Parking is located in front of and behind buildings. This development pattern is still present along much of its length. Parcels along this segment of Cesar E. Chavez Avenue are relatively deep and, west of Rowan Avenue, are served by alleys. The depth of the parcels and alleys offer the opportunity for mixed-use infill development on a larger scale than is practical along 1st Street or along Cesar E. Chavez, east of the Long Beach Freeway.

Vision

Cesar E. Chavez West should be revitalized with sensitive infill that reinforces the historic character of this corridor. The scale of building massing will be similar to the scale of the existing historic buildings in this corridor. Larger buildings should be designed to minimize bulk, with upper floors set back from lower

floors. Parking should be located behind the building and accessed from the alley, when present. Sidewalks should be enhanced with storefronts, sidewalk dining, street trees, lighting, and street furniture.

Plan Strategy

The Plan should accommodate commercial and mixed-use buildings that are placed at or near the right-of-way, and are accessed directly from the sidewalk. The scale of the individual building masses should be limited to the scale of the existing historic buildings along the street, with large buildings divided into smaller building volumes. Parking should be located behind the building and accessed from the alley, when present.



Two- and three-story infill buildings fronting Cesar E. Chavez Avenue west, with housing and/or office uses above retail.

Transforming Cesar E. Chavez Avenue West area will:

- Create a destination that evokes a unique sense of place, celebrates local diversity and attracts private investment; foster economic development with vibrant commercial and retail uses
- Stabilize and enhance the corridor and adjacent neighborhoods
- Increase variety of housing choices in the vicinity
- Improve landscaping, streetscapes and frontages, and the public realm

CONCEPTUAL EXAMPLES OF CESAR E. CHAVEZ WEST VISION



Mixed-use buildings with storefronts and shade trees



Active storefronts, wide sidewalks, landscape, and on-street parking



Proposed massing of two- and three-story buildings fronting Cesar E. Chavez

Cesar E. Chavez Avenue East (East of I-710)

Existing Conditions

The eastern section of Cesar E. Chavez consists of a more historical development pattern, where commercial buildings are situated closer to the street and parking is located in the rear. This corridor exhibits a more-defined aesthetic style as new development is being established. Streetscaping is incorporated with a wide variety of trees, shrubs, and flowers, which adds interest to the street as well as helps to break up the hardscape. A number of shallow lots in the easterly portion of Cesar Chavez are not served by alleys and pedestrians experience a longer walking distance from the Gold Line station.

Vision

Like Cesar E. Chavez West, the historic and walkable neighborhood character of Cesar E. Chavez East will be preserved and enhanced. New buildings should be urban in character, designed with site planning and massing that fits into the existing East Los Angeles context. Typical infill building types include the courtyard building, comprised primarily of housing units with small retail or live-work spaces fronting Cesar E. Chavez Avenue. One-story commercial buildings and two-story mixed-use buildings should be utilized

for appropriate infill opportunities. Parking should be located beneath the residential units, located in the back of the lot, or otherwise screened and shielded from view. Short-term customer and visitor parking should be located on the street.

Plan Strategy

The Plan will accommodate new buildings fronting on the street right-of-way, rather than being located behind street-facing parking lots. Typical infill building types encouraged in the plan include courtyard buildings comprised primarily of housing units with small retail or live-work spaces fronting Cesar E. Chavez Avenue; simple one-story commercial buildings; and two-story mixed-use buildings. Parking should be located beneath the residences and/or on the back of the lot with customer and visitor parking located on the street.



Two-story mixed-use infill building fronting Cesar E. Chavez Avenue east with housing and/or office above retail

Transforming the Cesar E. Chavez Avenue East area will:

- Stabilize and enhance the corridor and adjacent neighborhoods
- Reinforce the historic character through sensitive infill development
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

CONCEPTUAL EXAMPLES OF CESAR E. CHAVEZ EAST VISION



Two-story mixed-use building with offices or housing above



Appropriately-scaled one-story retail



Proposed massing of one- and two-story mixed-use buildings

MAINTAIN THE RESIDENTIAL CORE

Low- to medium-density residential is distributed throughout the residential core of the plan area. Restricting mixed-use and multi-family redevelopment to parcels located along the corridors will preserve the historic character of the community's residential core. Redevelopment of the corridors will be compatible with single-family residences and reflect the lower building heights within the residential core.

Existing Conditions

The residential core of the plan area primarily consists of housing constructed from the 1910s to the 1950s. The housing stock is mainly single-family and two-family residences with some multi-family apartment buildings. Building heights generally range from one to two stories. Architectural styles range from 1920s Revival styles including Spanish, Tudor and Storybook; in addition to Craftsman, and pre- and postwar 1930s-50s minimal traditional housing. The historical integrity of much of the housing stock is compromised due to the addition of non-original stucco, vinyl or other siding, and replacement of original windows and doors. A number of originally-constructed single-family houses have been subdivided and are currently multi-family, and some deep-set parcels have two units on a single lot. Interspersed within in the residential core are churches, neighborhood markets, and schools.

Vision

The residential core will be maintained and preserved. The scale and building massing of new construction will be similar to the existing historic character of one to two story residences. Parking will be located within garages and accessed from the alley, when present. Landscaped yards, front porches, and tree-lined streets contribute to a safe and family-friendly neighborhood.

Plan Strategy

The Plan will maintain existing land uses and densities to preserve the low- to medium-density character of the residential core. The building types allowed will be consistent with single-family and two-family residences, front porches, and landscaped yards. Existing maximum building heights will be maintained in both the residential core and the mixed-use corridors to further preserve the character. Chapter 2, Public Realm, provides a proposed street tree plan to improve shade and comfort, and identifies opportunities for additional open space. Chapter 3, Mobility, provides guidelines for streetscape improvements and identifies

conceptual road diet opportunities. Chapter 4, Historic Preservation, provides objectives for protecting and preserving historic buildings.



Example of existing pre-war housing



Example of existing post-war housing



Example of Tree lined residential street

Chapter 1 GOALS AND POLICIES



GOALS AND POLICIES

This section describes Plan goal and policies which are the outcome of the community planning principles and community vision. By collaborating with the residential and business community and government agencies, the goals and policies included in this section will be implemented to achieve the desired development and long-term vision for the community.

Goals identify the physical, economic, and social outcomes that the community wishes to achieve.

Policies establish a basic course of action for decision-makers to follow that will accomplish the community's desired goals.

The Plan's six major goals are derived from comments received during public outreach, charettes, and workshops. For each goal, the applicable community planning principles are identified. The goals and policies are intended to preserve the community's unique sense of place, while building upon and improving the area's economic base to attract businesses.

Major Goals

1. Enhance and preserve East Los Angeles' distinctive community character
2. Improve economic vitality and create jobs
3. Provide a range of housing
4. Activate the public realm
5. Improve mobility and transportation choices
6. Create a sustainable community

Goal 1. Enhance and preserve East Los Angeles' distinctive community character

Preserve the community's unique sense of place by requiring high standards of architecture, good urban design, and ample landscaping in order that new development complements historic architecture and the cultural richness of our community.

Community Planning Principles Supported:

- Community pride and culture
- Improve development standards and establish a new form-based code
- Increase jobs and stimulate the local economy

Policy 1a. Enhance, preserve, and celebrate East Los Angeles' historic and cultural resources.

Policy 1b. New development and redevelopment shall be consistent with the intent of this Specific Plan and the Form-Based Code.

Policy 1c. Provide a mix of land uses along the corridors of 3rd Street, 1st Street, Atlantic Boulevard, Beverly Boulevard, and Cesar E. Chavez Avenue. Buildings should accommodate retail businesses, services, or restaurants, and other similar active uses on the ground floor. Buildings contain a vertical, horizontal or combination of residential and non-residential uses.

Policy 1d. Preserve the density of the residential neighborhoods.

Policy 1e. Require private development and public improvements to facilitate coherent, compatible, attractive, and well-designed mixed-use corridors and neighborhoods in the Plan area.

Policy 1f. Require new signs to be high quality, appropriately scaled for the building type, and pedestrian-oriented as required by the Development Code.

Policy 1g. Encourage the integration of public art in private and public development.

Goal 2. Improve economic vitality and create jobs

Establish the Plan area as a preferred place to work, live, play, and visit. Ensure the future economic stability of East Los Angeles by providing an active labor force, successful retailing, and high value employment

opportunities.

Community Planning Principles Supported:

- Improve development standards and establish a new form-based code
- Increase jobs and stimulate the local economy
- Increase quality retail and services

Policy 2a. Activate the Plan area by fostering a complementary variety of commercial, residential, and institutional uses.

Policy 2b. Stimulate and diversify the Plan area's economic base and create high value employment opportunities.

Policy 2c. Partner with the business community, property owners, and residents to share responsibility for implementing this Plan and achieving its goals.

Policy 2d. Encourage a complementary mix of national brand and local merchant businesses.

Policy 2e. Efficiently manage the supply and demand for parking to accommodate customer, commuter, and resident parking requirements.

Goal 3. Provide a range of housing

Provide quality housing for a diverse range of income levels. Encourage compatible infill development that preserves the historic character of existing residential neighborhoods while promoting redevelopment.

Community Planning Principles Supported

- Improve development standards and establish a new form-based code
- Improve and facilitate additional housing
- Balance mobility and improve access to public transit

Policy 3a. Facilitate the development of a mixture of housing types that meet the diverse needs of the community.

Policy 3b. Expand housing opportunities by redeveloping underutilized and vacant parcels.

Policy 3c. Enhance the historic and cultural character of the community by ensuring that new development and renovations display high standards of architecture, urban design and landscaping.

Policy 3d. Focus higher density housing near transit stations in mixed-use buildings and maintain existing densities in the residential neighborhoods.

Goal 4. Activate the public realm

Maintain and enhance public places such as streetscapes, parks, plazas, recreational places, and open spaces. Encourage development that activates the public realm and enhances the pedestrian experience.

Community Planning Principles Supported

- Improve development standards and establish a new form-based code
- Enhance pedestrian comfort and safety
- Improve access to recreational facilities and open space

Policy 4a. Enhance the public realm through careful placement and design of street trees, bicycle lanes, and road diets.

Policy 4b. Establish and maintain enhanced, interconnected green streets with street trees.

Policy 4c. Establish attractive community gateways, including at Indiana and 3rd Streets, and at Atlantic Boulevard and 3rd Street.

Policy 4d. Encourage outdoor dining and seating areas and other pedestrian-friendly uses in mixed-use buildings.

Policy 4e. Improve access to recreational amenities and encourage the shared use of existing public facilities.

Goal 5. Improve mobility and transportation choices

Promote a convenient and integrated transportation system that efficiently and effectively serves the community to make East Los Angeles a place where people choose to walk, bike, or ride public transit, rather than drive a car.

Community Planning Principles Supported

- Balance mobility and improve access to public transit
- Enhance pedestrian comfort and safety

Policy 5a. Provide access to and within East Los Angeles through a range of transportation options, emphasizing walking, bikes, rail, and buses.

Policy 5b. While promoting alternative transportation modes, maintain adequate vehicle movement for commercial use and public safety.

Goal 6. Create a sustainable community

Ensure public health, safety and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

Community Planning Principles Supported

- Community pride and culture
- Enhance pedestrian comfort and safety
- Improve access to recreational facilities and open space

Policy 6a. Improve and maintain the community tree canopy, open spaces, landscaping, and green streets.

Policy 6b. Require new development to employ best management practices to improve the quality of urban storm water runoff and groundwater recharge.

Policy 6c. Provide adequate public facilities and services to serve new development and maintain current services.

Chapter 2 PUBLIC REALM



This chapter identifies existing conditions and recommendations for change in the public realm, including green streets, street tree plan, and park and open space opportunities. The plan recommendations in this chapter are conceptual. When the County considers such improvements, these recommendations will be further evaluated and supplemented on a case-by-case basis. Through the ongoing implementation of the Plan, the County will continue to evaluate these elements in the plan area, thereby providing an engaging public realm to attract visitors, residents and businesses.

SUMMARY OF EXISTING CONDITIONS

Parks and Open Space

- Three parks exist in the plan area: Belvedere Park (north), Belvedere Park (south) and Obregon Park. Salazar Park and Atlantic Boulevard Park are located just outside the boundaries of the project area.
- Historically, Belvedere Park was one park, but was divided when the freeway system was constructed through East Los Angeles in the 1960s.
- There is a shortage of park space of all types within the project boundaries.
- Existing park spaces covers 50.1 acres of land.
- Many residential lots are covered with multiple structures which have eliminated private open space.
- A major concern of residents is lack of park space and difficulty accessing existing parks.
- Belvedere Park is classified as a Community Regional Park and it consists of 39.1 acres.
- Obregon Park is a Local Park and it consists of 11 acres.



Chinese Cemetery



Soccer at Belvedere Park

Cemeteries

- There are three cemeteries within the plan area: The Chinese Cemetery, the Serbian Cemetery, and Calvary Cemetery.
- These cemeteries cover approximately 147 acres.

Schools

- There are 14 public schools in the study area.

Elementary Schools	Address	Approximate Acres	Students
Rowan Ave Elementary School	600 South Rowan Avenue, Los Angeles, CA 90023	5.9	1500
Belvedere Elementary School	3724 East 1st Street, Los Angeles, CA 90063	4.8	1017
Marianna Ave Elementary School	4215 Gleason Street, Los Angeles, CA 90063	3.6	466
Brooklyn Ave Elementary School	4620 East Cesar E. Chavez Avenue, Los Angeles, CA 90022	2	532
Morris K Hamasaki Elementary	4865 East 1st Street, Los Angeles, CA 90022	3	424
Fourth Street Elementary School	420 Amalia Avenue, Los Angeles, CA 90022	4.5	734
Humphreys Ave Elementary School	500 South Humphreys Avenue, Los Angeles, CA 90022	4.9	836
Middle Schools			
Belvedere Middle School	312 North Record Avenue, Los Angeles, CA 90063	11.2	2,343
David Wark Griffith Middle School	4765 East 4th St, Los Angeles, CA 90022	12.9	1,915
High Schools			
Esteban E. Torres High School	4211 Dozier Street, Los Angeles, CA 90063	N/A	N/A
Ramona Opportunity High School	231 South Alma Avenue, Los Angeles, CA 90063	1.6	128
Garfield High School	5101 East 6th St, Los Angeles, CA 90022	19	4,603
Monterey Senior High School	466 Fraser Avenue, Los Angeles, CA 90022	1.5	65
K12 Schools			
9 Alphonso Perez Special Ed Center - K12	4540 Michigan Avenue, Los Angeles, CA 90022	7.7	450
Private & out of TOD Area Schools			
Stevenson Middle School	725 South Indiana Street, Los Angeles, CA 90023	13.8	2,610
Our Lady of Guadalupe Schools - K8	436 North Hazard Ave, Los Angeles, CA 90063	2.6	216
Hammel Street Elementary School	438 North Brannick Avenue, Los Angeles, CA 90063	4.6	879
Robert Hill Lane Elementary	1500 Avenida Cesar Chavez, Monterey Park, CA 91754	3.8	450
East Los Angeles College	1301 Avenida Cesar Chavez, Monterey Park, CA 91754	N/A	N/A
4th Street Primary Center	469 Amalia Avenue, Los Angeles, CA 90022	N/A	N/A

Circulation

- East Los Angeles is bisected by the Pomona (60) and Long Beach (710) Freeways, which have disrupted the traditional, interconnected grid street network. Many through streets have been transformed into dead-end streets.
- The existing street network is comprised of wide streets, narrow sidewalks, and sparse and inconsistent street tree plantings. Designed more for automobiles than pedestrians, these streets facilitate vehicular speeding.
- A major concern of residents is high vehicular speeds on most streets.

Landscape

- Existing freeway edges are sparsely planted and do not provide adequate buffers.
- Existing parks have mature trees but the majority of the park space is not shaded.
- Street trees are sparse and randomly planted.
- Many street trees were eliminated and not replanted when the roads were widened.



Playground at Belvedere Park



Freeway Overpass



Street trees are sparse and inconsistent

PUBLIC REALM VISION AND PLAN

One of the most important components of place-making is a unified urban design that employs buildings and landscaping that defines, animates, and engages the pedestrian and other non-motorized travel. Places such as streets, sidewalks, parks, plazas and squares are linked to each other and to the larger community. This interconnected pattern creates a range of valuable venues that accommodate a full spectrum of urban, commercial, and family-oriented activities.

Streets should be designed for everyone, including bicyclists, pedestrians, and motorists. Tree-shaded, pedestrian-friendly streets, are enjoyable for residents and visitors, are conducive to neighborly interaction, and lead to higher levels of bicycling and walking. Successful and well-designed streets are easy to navigate and are made memorable by the buildings, street trees, and streetscape that line them. Other important components of successful streets include:

- pedestrian experience
- Safer street crossings
- Integrated bike lanes and jogging paths
- Traffic calming measures
- Drought-tolerant plant material
- Integrated lighting and way finding signs
- Sustainable storm water treatment strategies

Continuous and Comfortable Sidewalk

- Provide sidewalks that are continuous and wide in order to reinforce the urban character and facilitate safe walking.
- Provide well-defined crosswalks at all intersections and, where necessary, at mid-block.
- Crosswalks may be paved with enhanced paving materials to the satisfaction of Public Works.
- All paving must meet ADA accessibility requirements.

Safe Routes to Schools and Parks

- Create a safe, pedestrian-friendly environment to encourage walking and bicycling to schools and parks.
- Provide clearly marked bicycle routes.
- Provide wide and continuous sidewalks.
- Provide clearly marked bicycle and pedestrian crossings.
- Minimize busy street crossings.

Green Streets

In addition to accommodating the needs of pedestrians, motorists, and bicyclists, Green Streets components should include:

- A mature tree canopy that enhances the

FIGURE 2.A - PROPOSED GREEN STREET MASTER PLAN



- Introduce traffic calming measures, where appropriate.

Regional Bike Linkages

- Provide connections to new or proposed bike routes as indicated in the County Bicycle Master Plan.
- Provide amenities for bicyclists along bike routes.
- Provide clearly marked bike routes.
- Facilitate bicycle access to and from the Gold Line Stations.
- Provide places for bicycle parking.
- Facilitate a bicycle sharing system

Placemaking and Community Branding

In addition to the signage for the Gold Line, urban trails, and park information, community branding through identity markers and wayfinding graphics are recommended.

- Provide wayfinding graphics and signs
- Provide identity markers
- Provide cohesive street furnishing
- Provide cohesive lighting
- Provide public art

Street Tree Plan

Streets with comfortable sidewalks and planted parkways provide the unifying structure of the plan area's neighborhoods. Street trees form a canopy, provide shade, introduce seasonal color, define the street edge, invite pedestrian activity, and are chosen to adapt to local environmental conditions. Key features of the street tree plan strategy include:

- For ease of recognition, orientation, and cohesiveness, major east-to-west streets are planted with a combination of palm and broad leaf trees. North-to-south streets are planted with broad leaf trees only.
- Deciduous and evergreen trees have been selected to provide seasonal interest.
- Street trees are placed at intervals of 20 to 30 feet on center, with setbacks at intersections per County standards. Ultimate street tree spacing will depend on sidewalk conditions, such as curb cuts, utilities, and lighting.
- Root barriers are provided for all street trees.
- To ensure long term survival, the minimum installed size is a 36-inch box tree.

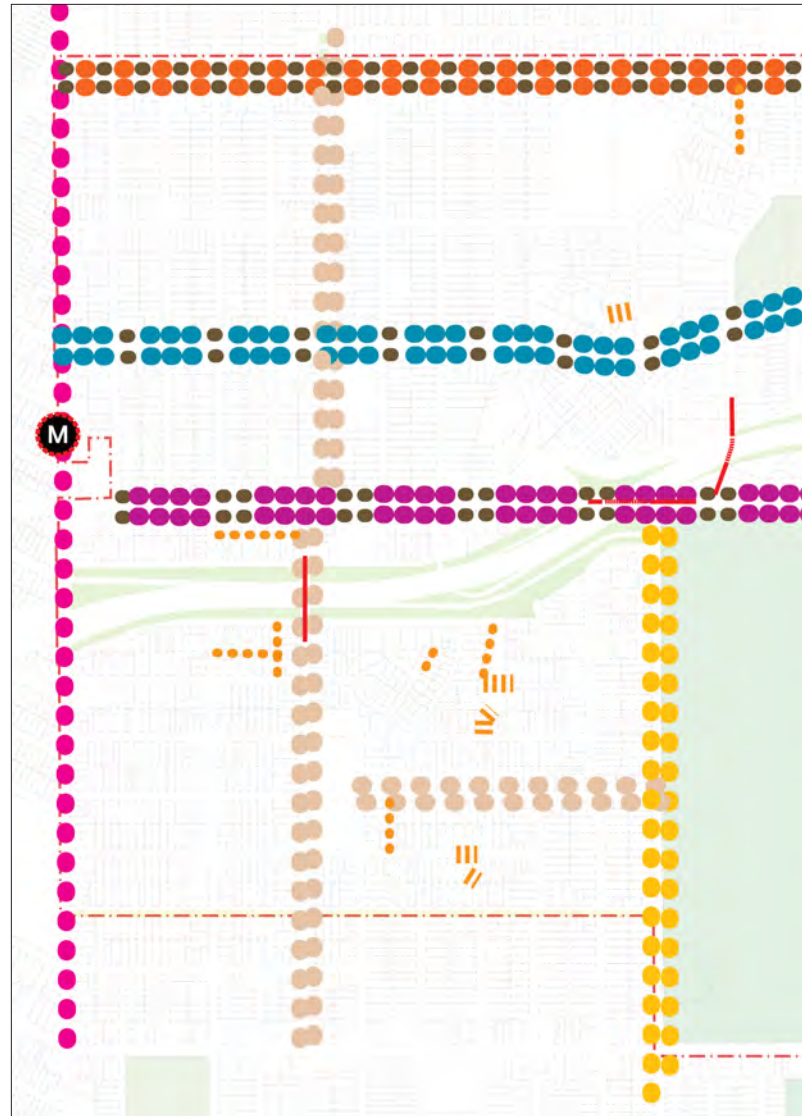
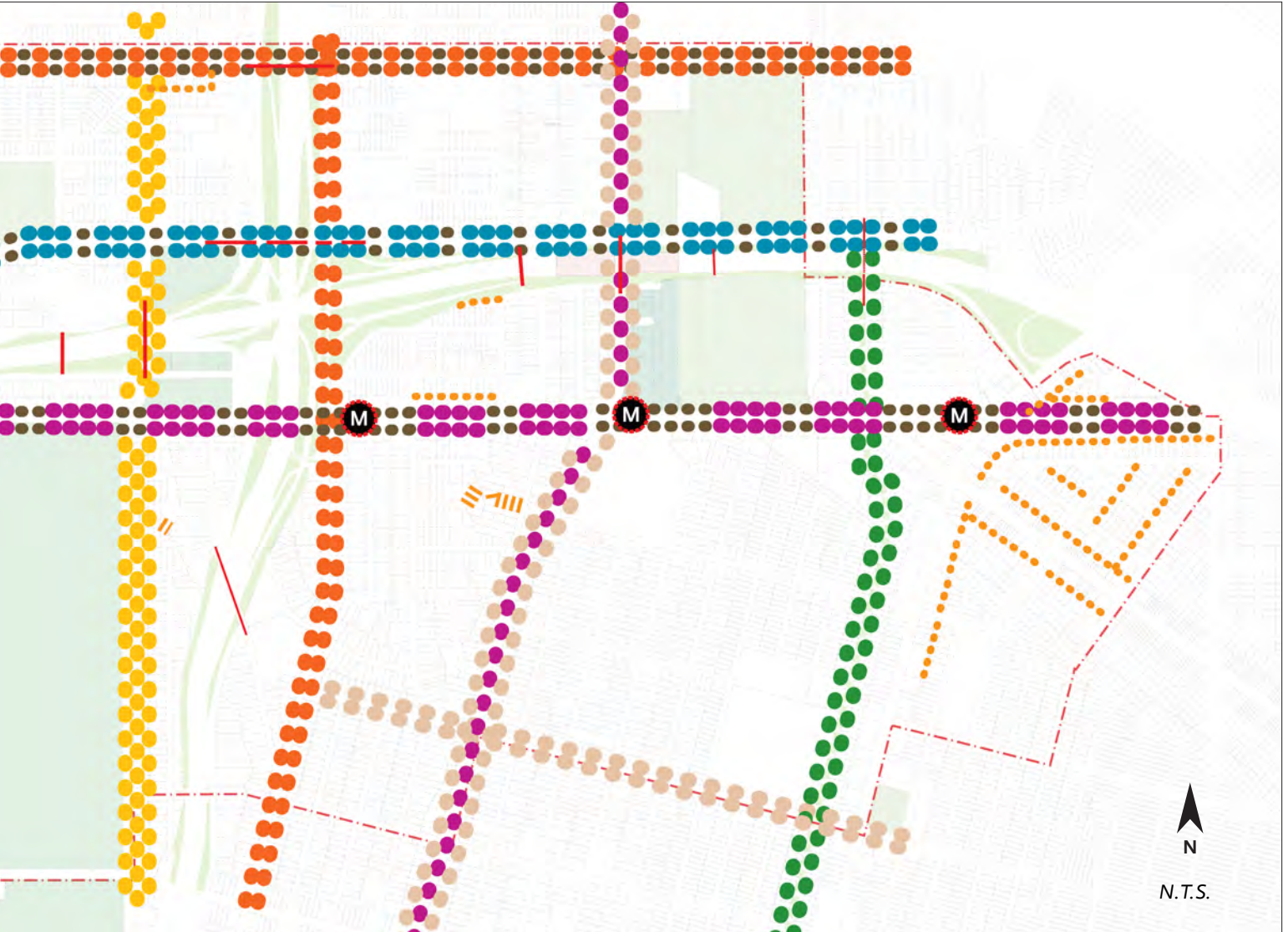


FIGURE 2.B - PROPOSED STREET TREE PLAN

● ● ● London Plane Tree	● ● ● California Sycamore
● ● ● Chinese Flame Tree	● ● ● Callery Pear 'Bradford'
● ● ● Goldenrain Tree	● ● ● Tipu Tree
● ● ● Brisbane Box Tree	● ● ● Golden Medallion Tree

Actual tree plantings, type of street tree, and placement may vary depending upon site conditions to the satisfaction of Public Works.



Residential street



Chinese Flame Tree - *Koelreuteria bipinnata*



Tree lined pedestrian path

TABLE 2.A - STREET TREE PALETTE

**London Plane Tree***Platanus acerfolia*

Deciduous
 Height : 40-80 feet
 Crown : 30-40 feet
 Water : moderate

**Chinese Flame Tree***Koelreuteria bipinnata*

Deciduous
 Height : 20-30 feet
 Canopy : 25-35 feet
 Bloom : late summer
 Water : regular

**Goldenrain Tree***Koelreuteria paniculata*

Semi-evergreen
 Height : 40-60 feet
 Canopy : 50-70 feet
 Water : regular

**Tipu tree***Tipuana tipu*

Semi evergreen or Deciduous
 Height : 25-40 feet
 Canopy : 30-60 feet
 Bloom : late spring / early summer
 Water : regular



Brisbane box

Lophostemon confertus

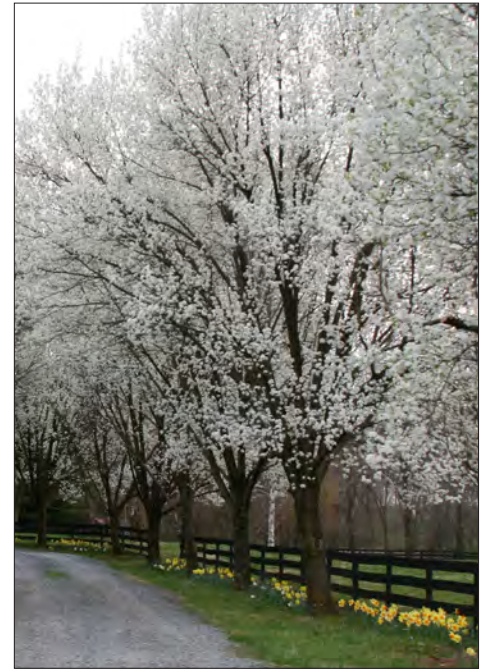
Evergreen
 Height : 30-45 feet
 Canopy : 25 feet
 Bloom : summer
 Water : little to regular



California Sycamore

Platanus racemosa

Deciduous
 Height : 30-70 feet
 Crown : 30-40 feet
 Bloom : spring, winter
 Water : moderate



Callery Pear 'Bradford'

Pyrus calleryana 'Bradford'

Deciduous
 Height : 50 feet
 Canopy : 30 feet
 Bloom : late winter/early spring
 Water : moderate



Golden Medallion Tree

Cassia leptophylla

Evergreen
 Height : 15-25 feet
 Canopy : 15-20 feet
 Bloom : summer
 Water : little to moderate

SUSTAINABLE STRATEGIES

Storm Water Guidelines

The following are sustainable methods and strategies for collecting and distributing storm water runoff:

- Use parkways to collect street runoff. Direct water into vegetated swales and/or rain gardens.
- Install permeable paving in parking lots and direct water into vegetated swales.
- Direct building roof runoff into cisterns and/or rain gardens.
- Design plazas to minimize impervious paving and to drain to vegetated swales.
- Provide low points in parks to facilitate groundwater recharging.
- Introduce signage that describes the watershed and rain cycle, the cleansing properties of plants, and how wildlife habitat relates to native plant material. Coordinate educational effort with the schools on-site.

Best Management Practices

The following Best Management Practices (BMPs) shall be included throughout the project area, wherever feasible.

- Bioswales (Biofiltration Swale). A vegetated depression planted with native plant material designed to detain and infiltrate water into the ground. Bioswales reduce runoff, recharge groundwater, eliminate contaminants from the water, and reduce the need for off-site detention.
- Rain Gardens. Planting areas designed to detain runoff from parking lots or roofs
- Native and Drought-Tolerant Plants. Drought-tolerant plants help to minimize irrigation needs and increase the presence of wildlife.
- Pervious Paving. Paving that allows water to infiltrate into the ground either through spaces between paving stones or through the material itself. Subsurface gravel allows the water to pass through to the soil or direct it to another detention device.
- Cisterns. A holding tank for rainwater that can later be used for irrigation. Cisterns can be located either above-ground or below-ground and utilize pumps to circulate grey water. Rain barrels are small, above-ground cisterns. As water becomes scarcer the use of cisterns should be encouraged.



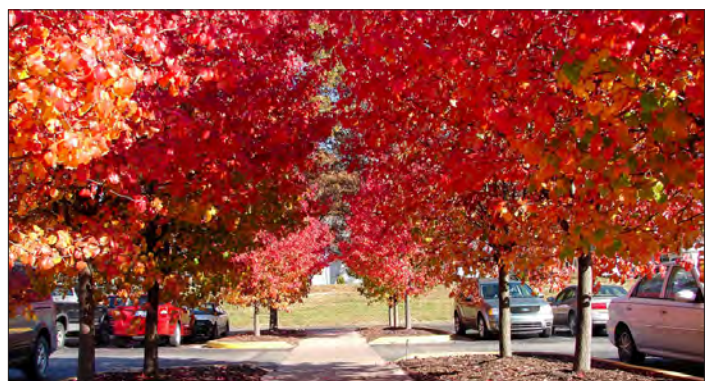
Permeable Paving



Bioswale



Native Plant : Achillea millefolium



Planted Parking Lot

- Infiltration System. Devices used to collect water for infiltration. Various infiltration systems include fabricated installations that are placed in the ground, gravel placed beneath pervious paving, and bioswales.
- Street and Parking Lot Trees. Large canopy deciduous trees that are planted in parking lots and along streets to provide shade and reduce the heat island effect.
- Reclaimed water. Sometimes called recycled water, it is water that has been treated to remove solids and certain impurities. It is often used in sustainable landscaping irrigation or to recharge groundwater aquifers to achieve sustainability and water conservation objectives.



Enhanced pedestrian experience



Enhanced crossing



Bike lane and jogging path

PARK AND OPEN SPACE OPPORTUNITIES

The recommended strategies in this section can improve the park network by using streets and pedestrian connections to bring park and open space amenities within a reasonable walking and biking distance for all residents. Key components of this strategy include:

- Joint-use policy with schools to better utilize existing and future open space resources.
- The generation of new open space in tandem with new development.
- Requiring new development to have an engaging relationship to new and existing parks, plaza, and streets.
- Maximizing visibility and promoting the safety of existing and new plazas and open spaces.

- Providing varied open spaces that meet a wide range of active and passive recreational needs.
- Transforming vacant lots and dead-end streets into pocket parks and pedestrian connections.
- Improving vacant land adjacent to freeways as passive open spaces.

Pocket Parks

With available open space at a minimum, vacant lots and dead end streets offer potential places to introduce pocket parks within neighborhoods. These parks could host context-sensitive outdoor activities, ranging from passive to active recreational. Pocket parks can provide socialization opportunities for a wide variety of age groups.

EXAMPLES OF PARKS ELEMENTS



Example of comfortable, walkable and sustainable open spaces



Picnic tables



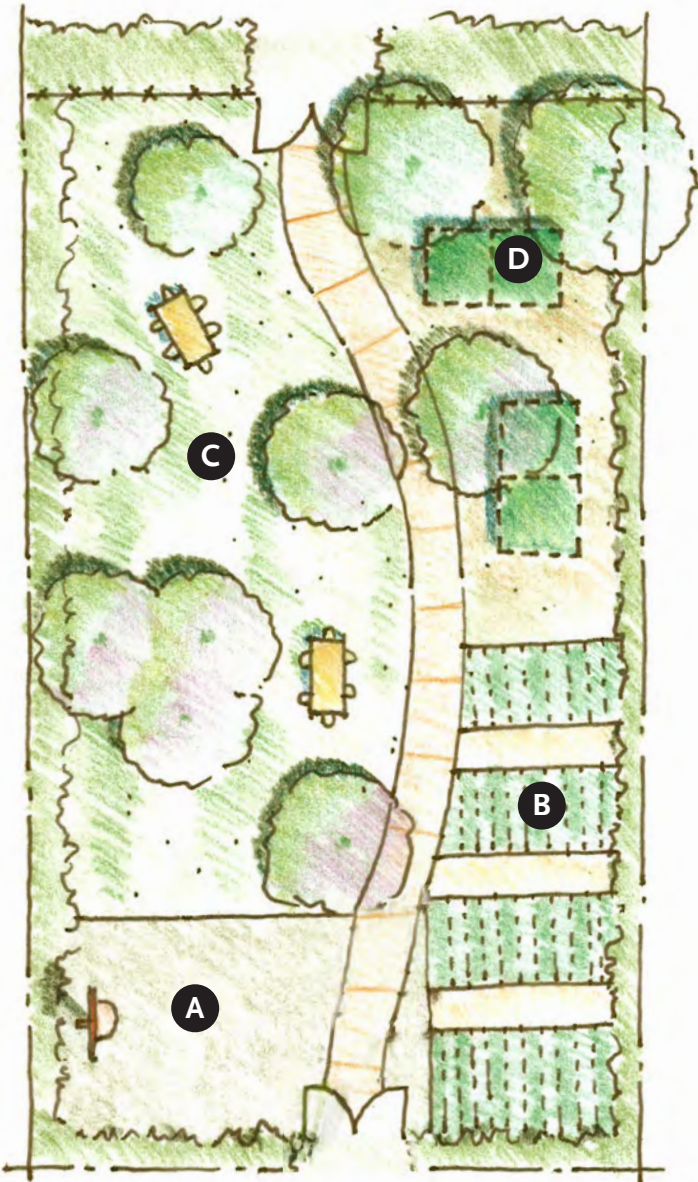
Basketball court



Storm water treatment

FIGURE 2.C - EXAMPLES OF A POCKET PARK

The concept plan shows one of several ways how this particular area of the plan can be realized.



- A** Basketball Court
- B** Rose Gardens
- C** Picnic and Lawn Area
- D** Bocce Ball Courts



Potential pocket park location

Super Block Insert

There are a number of locations within in the Plan where large pieces of left over land are present at the center of very large blocks. Due to the sloped condition of the sites, traditional park amenities may not work. Potentially, these vacant parcels can be utilized for parkland, as well as for storm water treatment. Community gardens, active and passive recreational spaces, and educational opportunities could be developed for these locations. On slopes, amphitheaters and terraced seating could take advantage of the existing grade changes.



Potential super block insert example (see Figure 2.D)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Lawn area



Playground



Learning/discovering urban wildlife



Active recreation



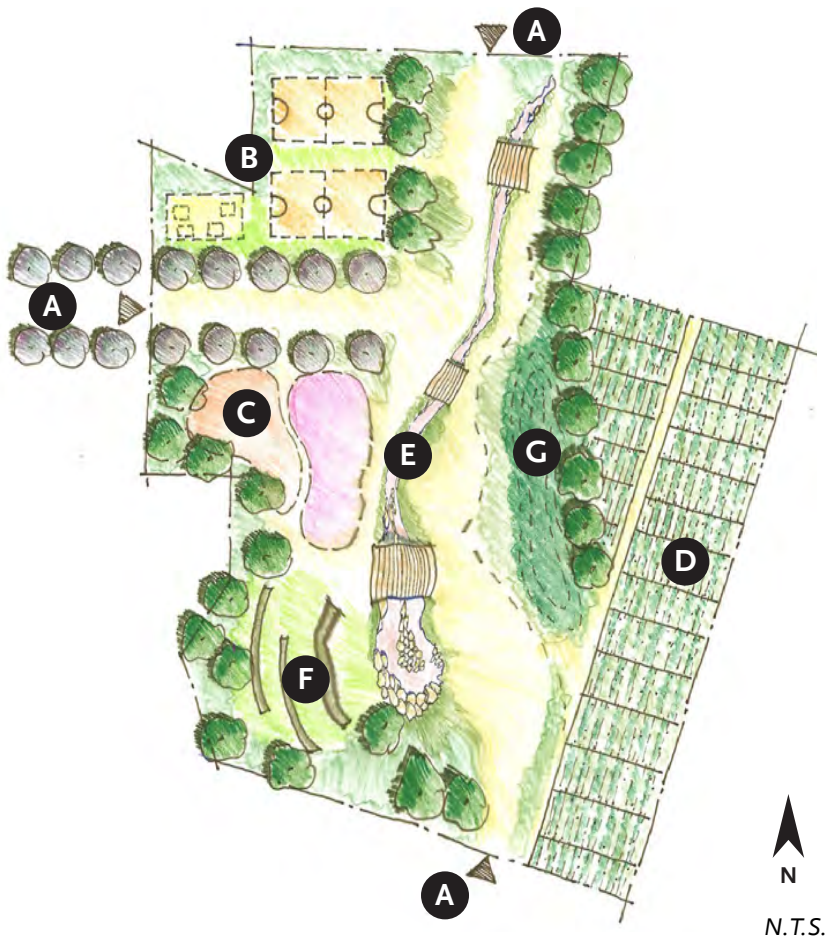
Amphitheater



Gardens

FIGURE 2.D - EXAMPLES OF SUPER BLOCK INSERT

The concept plan shows one of several ways how this particular area of the plan can be realized.

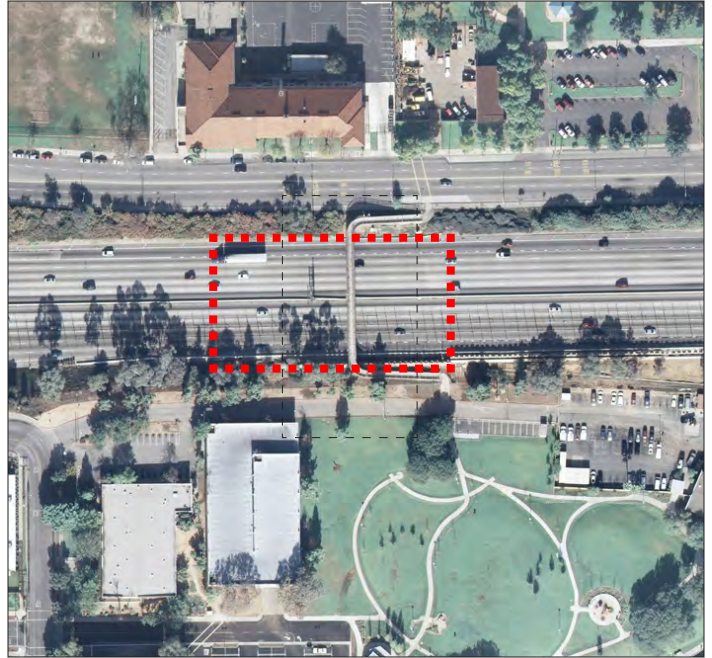


- A** Access
- B** Active Recreation
- C** Playground
- D** Gardens
- E** Drainage Swale
- F** Amphitheater
- G** Lawn Area

Freeway Cap - Belvedere Park

For many years, engineers, city officials, and urban designers have advocated the conversion of airspace above local freeways for use as public parkland. In a number of locations, freeway caps or decks have been constructed across the country. A Seattle freeway cap occupies 5.2 acres above an existing roadway and was opened in 1976. The City of Santa Monica recently initiated a feasibility study for the construction of a freeway cap over a section of the Santa Monica Freeway. The City of Los Angeles is also exploring caps over sections of the Hollywood Freeway adjacent to downtown and Hollywood.

The construction of the Pomona Freeway bisected Belvedere Park reducing available open space and dividing the park. Today, the park functions as virtually two different parks. Nonetheless, there is an opportunity to reconnect the park land and create additional open space. Here, a freeway cap park would create more park space and provide improved non-motorized connections between the neighborhoods to the north and south of the freeway.



Pedestrian bridge over freeway- freeway cap opportunity (see Figure 2.E)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Pedestrian path



Farmers market



Freeway Park, Seattle



Urban plaza



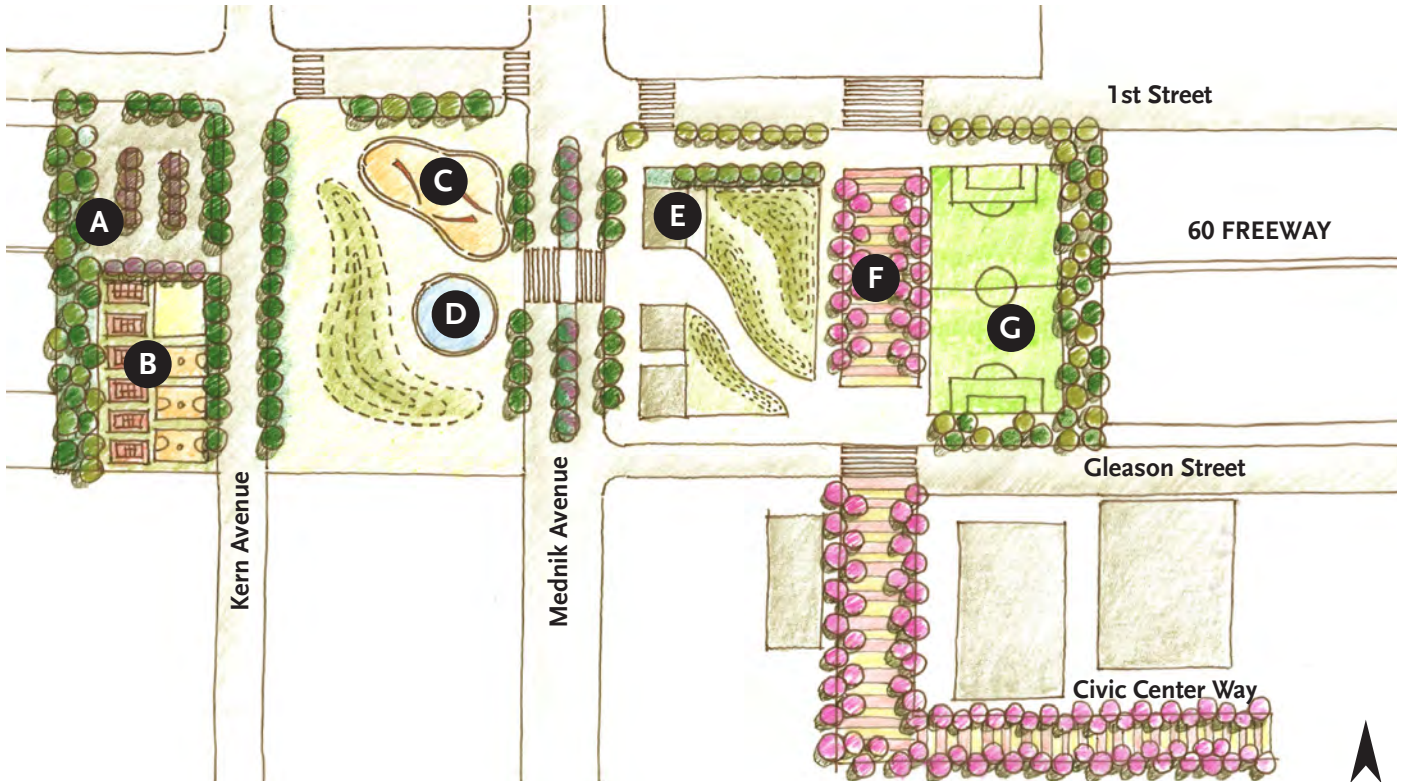
Local park



Paseo

FIGURE 2.E - EXAMPLE OF A FREEWAY CAP AT BELVEDERE PARK

The concept plan shows one of several ways how this particular area of the plan can be realized. Ultimately, the actual configuration will be guided by this Plan and corresponding park standards, as feasible.



- A** Parking
- B** Active Recreation
- C** Playground
- D** Art Element
- E** Information Kiosk
- F** Paseo
- G** Active Recreation

N
N.T.S.

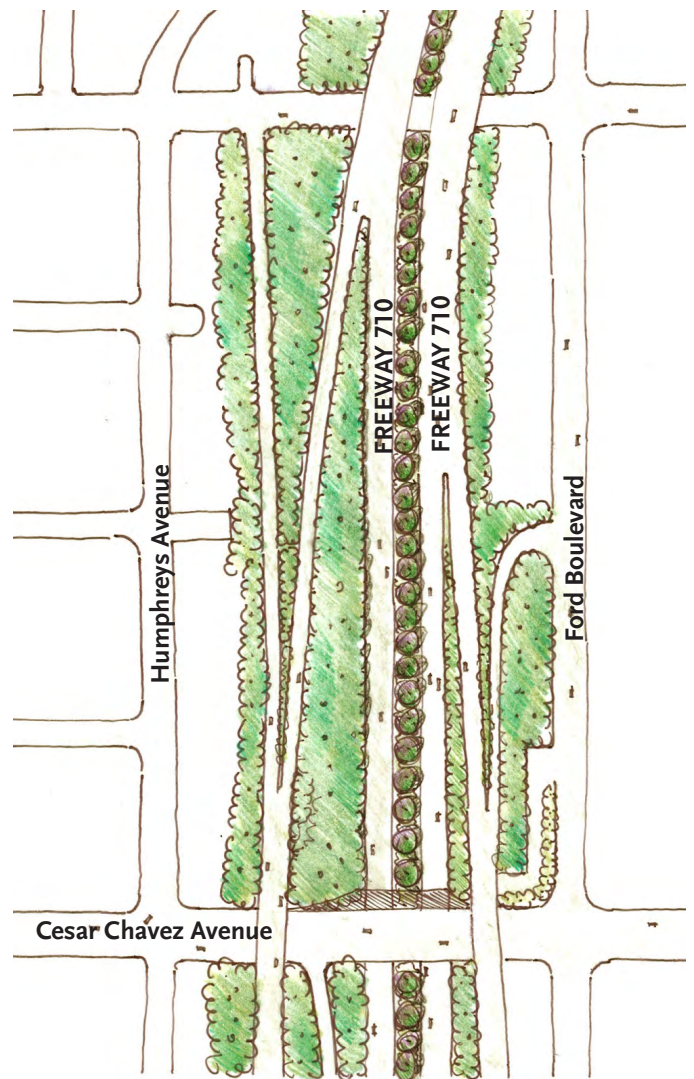
Urban Forest

An urban forest is a collection of trees located within a city. The urban forest helps to filter water and air. They provide shade and shelter for humans and wildlife. Urban forests moderate the local climate and help to reduce the heat island effect within urban settings. When present, urban forests play an important role in ecology of human habitats in many ways: they filter and improve the air, water, and sunlight, while providing shelter to animals. They are critical in cooling the urban heat island effect, thus helping to reduce the number of unhealthy ozone days in the region. Within the Plan area, opportunities exist to increase the urban forest, particularly near existing freeways and access ramps. Figure 2.F is an illustrative example of an urban forest adjacent to the Long Beach Freeway near Cesar E. Chavez Avenue.



Potential Site for urban forest along the I-710 (see Figure 2.F)

FIGURE 2.F - EXAMPLE OF I-710 URBAN FOREST



Concept plan of an urban forest along the I-710



N.T.S.

TABLE 2.B - URBAN FOREST AND SHRUB PALETTE



Acacia redolens



Baccharis pilularis
'twin peaks'



Ceanothus griseus horizontalis



Cotoneaster



Toyon



Rhus ovata



Grevillea robusta



Quercus agrifolia

Neighborhood Connections: Cascades, Alleys, and Pedestrian Crossings

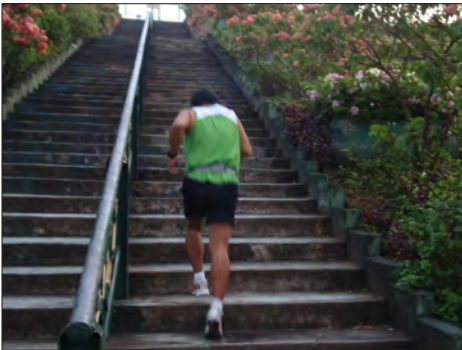
Alleys can be transformed from their typical utilitarian purpose into pedestrian connections and, in commercial areas, to outdoor dining plazas. In addition, permeable pavers and plantings can be introduced to absorb storm water and improve local water quality.

Important neighborhood connections are often interrupted by steep terrain. These interruptions can be mended by introducing a series of staircases that incorporate outlooks and terraces, providing places to enjoy views and to socialize. Figure 2.G is an example of a neighborhood cascade.



Potential neighborhood cascade retrofit (see Figure 2.G)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Stairs as a place to exercise



Lighting and planting for comfort and safety



Murals



Pedestrian art bridge



Vista Points offer views



Land bridge

FIGURE 2.G - EXAMPLE OF A NEIGHBORHOOD CASCADE

Illustrative concept plan that reconnects a neighborhood with improved pedestrian paths, stairs, and drought-tolerant landscaping.



- A** Plaza bevedere vista point
- B** Exercise circuit
- C** Belvedere vista point with drinking fountain
- D** Native plantings and erosion control

Joint Use Agreement of Public and Institutional Facilities

Schools and other institutions typically have had a variety of recreational facilities, such as, gymnasiums, playgrounds, fields, courts, and tracks. However, most schools close their property to the public after school hours because of concerns about costs, security, maintenance, and liability. At the same time, building duplicate facilities as those already available in community schools is simply not the best use of time or public resources.

A joint use agreement (JUA) is a partnership between government organizations, for example the school district and County, setting forth the terms and conditions for the shared use of public property. Typically, each party under a JUA helps fund the development, operation, and maintenance of the facilities that will be shared. In so doing, schools can continue to provide their students and the community with the facilities needed to maintain active and healthy lifestyles, while incurring little to no additional costs. Currently, Belvedere Middle School provides access to their facilities after school hours. The County should explore further opportunities for JUAs in the community.

School sites also offer an opportunity to introduce sustainable practices into the community. School vegetable gardens provide healthy food and function as an educational tool. New trees provide shade, creating comfortable places



Example of a potential Joint Use Playfield - Belvedere Middle School



CONCEPTUAL EXAMPLES OF JUA ACTIVITIES



Soccer field



After school basket ball



Active recreation



Organized sporting activity

to sit while cleansing the air. Rain gardens, cisterns and bioswales can be introduced to catch and store or cleanse water. Permeable paving can be installed to allow for groundwater infiltration.

Parklets

Streets and paved areas make up a significant part of the land area in East Los Angeles. Many streets are excessively wide and contain large zones of underutilized space. Reconfiguring such spaces in a “parklet” can help to provide much desired open space in an already developed area. A parklet is a mini urban park, often created by replacing several under-utilized parallel parking spaces with a patio, planters, trees, benches, café tables with chairs, bicycle parking, or other element. The introduction of parklets seeks to temporarily reclaim these unused swathes and quickly and inexpensively turn them into new public plazas and parks.

Due to the relatively low expense, parklets can be introduced temporarily. During the temporary closure, the success of these spaces can be evaluated to understand what adjustments need to be made in the short term, and ultimately, whether the temporary closure should be a long term community investment. Materials and designs are meant to be temporary and easily moveable should design changes be desired during a trial-run. Seating, landscaping, and treatment of the paving are common features of most projects. If on-street parking or travel lanes are removed, a traffic study may be required.

Locations for parklets should be selected based on the following criteria:

- Sizeable area of under-utilized roadway
- Lack of public space in the surrounding neighborhood
- Pre-existing community support for public space at the location
- Potential to improve pedestrian and bicyclist safety via redesign
- Surrounding uses that can attract people to the space
- Identified community or business steward



These conceptual parklets repurpose on-street parking to useable open space and landscaping without reducing the number of travel lanes (Conceptual layout by RHAA).



A permanent parklet installation adjacent to a coffee shop.



A parklet with outdoor dining

THE FUTURE OF THE PUBLIC REALM

As demand for more open space increases, creative approaches towards parks and open recreational needs should be explored.

A “ciclovía” is either a bike route, or more commonly, a closed street that is used exclusively for biking, walking, and other similar non-motorized activities. The closure makes the streets safe for people to walk, skate, play and ride a bike. Usually the street closure is temporary and during the weekend, in order to reduce traffic management logistics. It is a relatively inexpensive approach to provide temporary recreational opportunities and more open space – if only for one day. In October 2010, the City of Los Angeles held its first of many highly successful “CicLAvia” events in the downtown area and through adjoining neighborhoods. These events have drawn over 100,000 bicyclists, joggers, walkers, strollers, pets, and other participants. The community should continue to support and expand these events.



Los Angeles' Ciclavia



Route map of Ciclavia

Chapter 3 MOBILITY



This chapter identifies streetscape improvements and guidelines, such as sidewalk dimension, bicycle lanes, and landscaping. The streetscape plan recommendations in this chapter are conceptual. When the County considers such improvements, these recommendations will be further evaluated and supplemented on a case-by-case basis. Furthermore, the mobility plan is intended to provide tools to foster and create pleasant and convenient walking and biking facilities, street trees, landscaping, plazas and other pedestrian amenities within the public realm. Through the ongoing implementation of the Plan, the County will continue to evaluate other streets in the plan area, thereby providing an engaging public realm to attract visitors, residents and businesses.

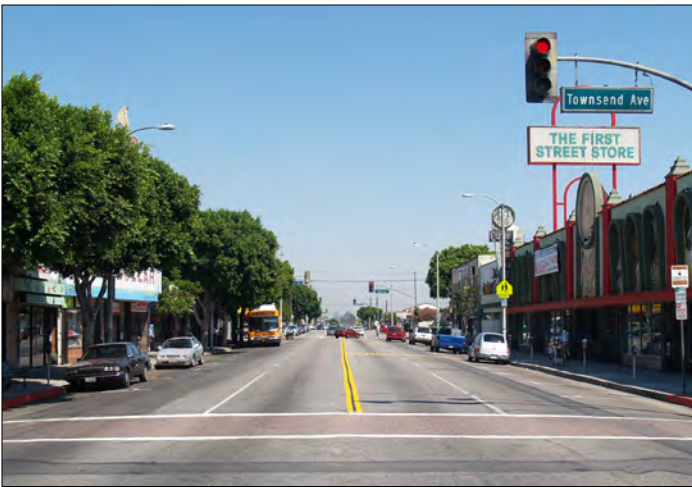
Objectives

The following mobility objectives advance the principle to create a transportation network that provides mobility, safety and walkability:

1. The street network accommodates pedestrians, bicycles, transit, freight and motor vehicles with the allocation of right-of-way on individual streets.
2. The larger network, including key thoroughfares provides safe, continuous, and well-designed multi-modal facilities that capitalize on development patterns and densities that make walking, transit and bicycle travel efficient and enjoyable.
3. Street design complements urban buildings, public spaces and landscape, as well as supports the human and economic activities associated with adjacent and surrounding land uses.
4. Safety is achieved through thoughtful consideration of user's needs and capabilities, through design that meets user expectations, and through the selection of appropriate speed and design elements.

EXISTING CONDITIONS

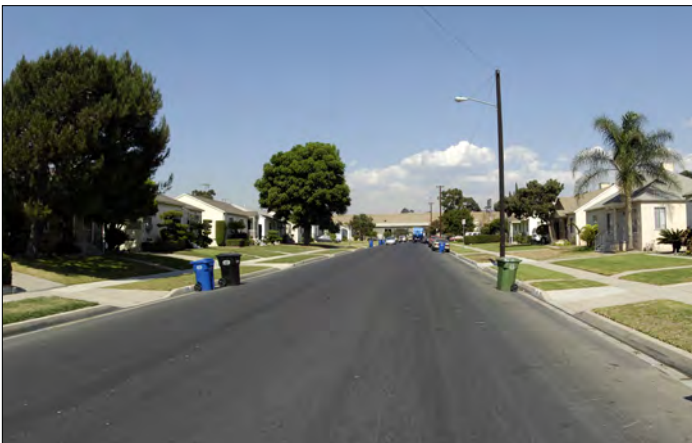
EXAMPLE OF PROPOSED VISION



1st Street existing conditions



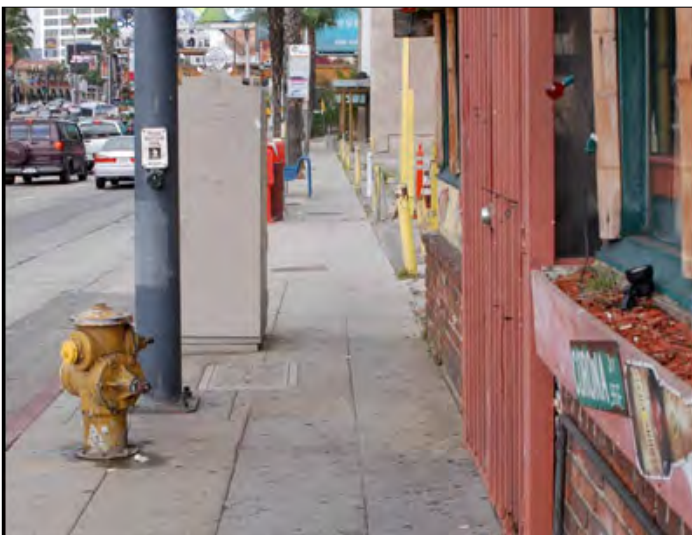
A busy, mixed-use street draws business, cars and customers.



A typical 40-foot wide street encourages motorists to drive fast. The situation is amplified by the lack of street trees and absence of parked cars.



Street trees reduce the visual width of this 40-foot wide street and, along with the mottled pattern of dark and light that is cast on the roadway, encourage motorists to slow down.



Auto-oriented street with narrow sidewalk discourages walking and provides no space for outdoor dining



Outdoor dining and pedestrians share the wider sidewalk.

Figure 3.B illustrates the County Bicycle Master Plan within the Plan area. Implementation is expected to occur as funding allows.

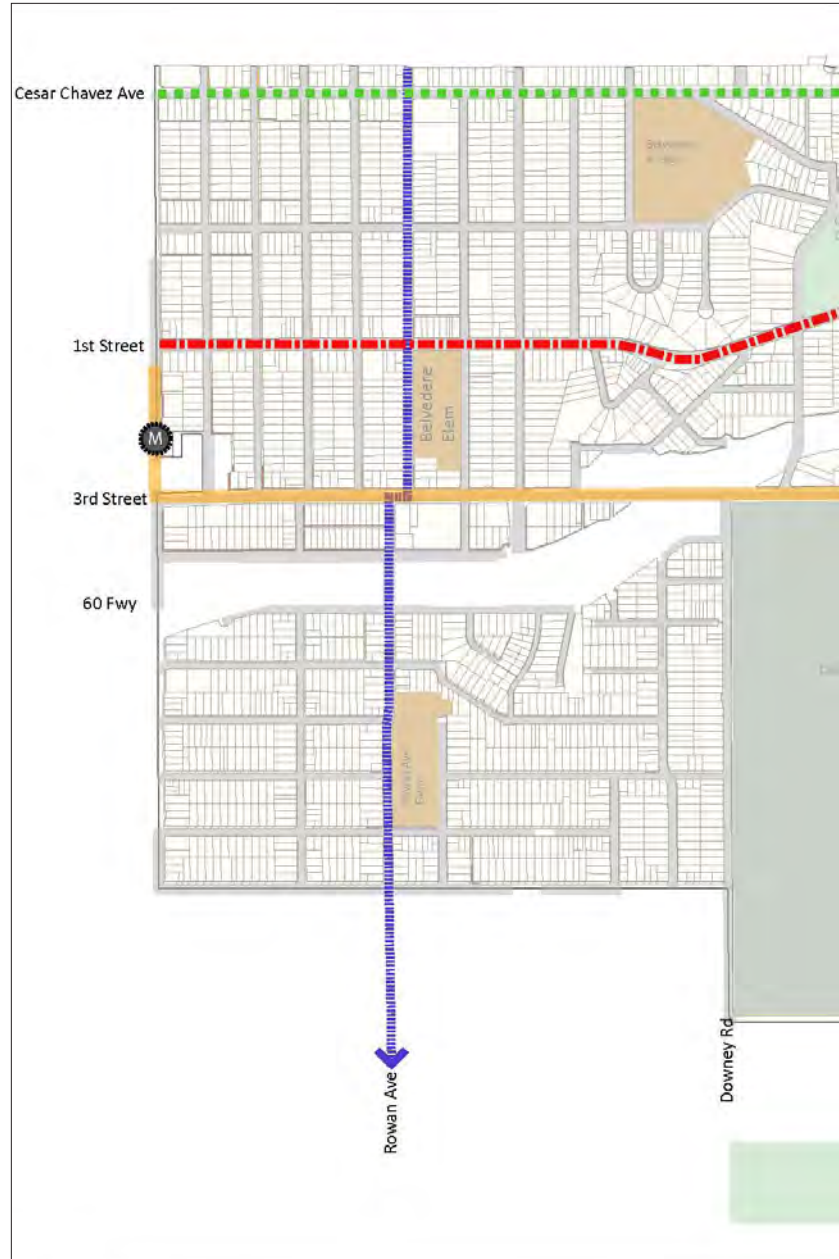


FIGURE 3.B: PROPOSED BICYCLE ROUTE NETWORK (COUNTY BICYCLE MASTER PLAN)



Bike lane and curb extension








Dedicated bike lanes



Source: Department of Regional Planning, 2011

Bicycle Network

-  Gold Line Station
-  Class II Bike Lane
-  Class III Bike Lane
-  Bike Boulevard
-  Class III (not included in Draft County Master Plan of Bikeways)



Shared bike lane



Dedicated bike path

FIGURE 3.C - ILLUSTRATIVE CONCEPT DESIGN- DOWNEY ROAD LOOKING SOUTH



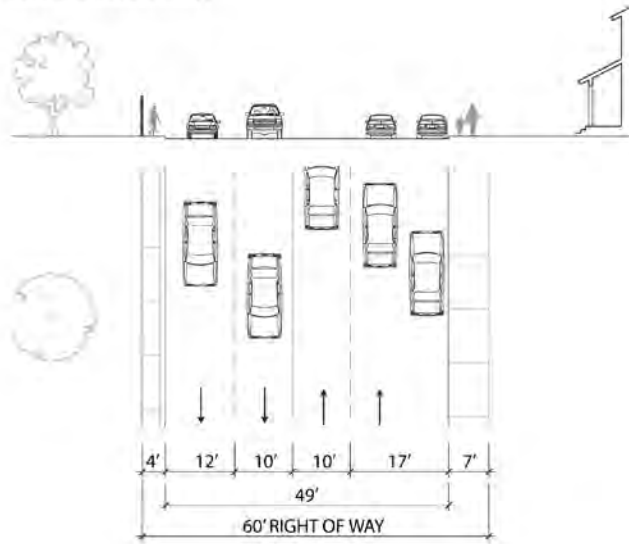
Downey Road adjacent to the Calvary Cemetery offers an opportunity to create an enhanced pedestrian and bike experience. By narrowing the area allowed for vehicles the pedestrian edge is enlarged. Generally, a landscaped walking and jogging path is recommended around the cemetery. A shared bike lane can be introduced as well. Ultimately, the actual configuration will be designed according to applicable County standards.

Figure 3.D illustrates the existing conditions and concept design conditions for Downey Road.

FIGURE 3.D - STREET SECTIONS - DOWNEY ROAD

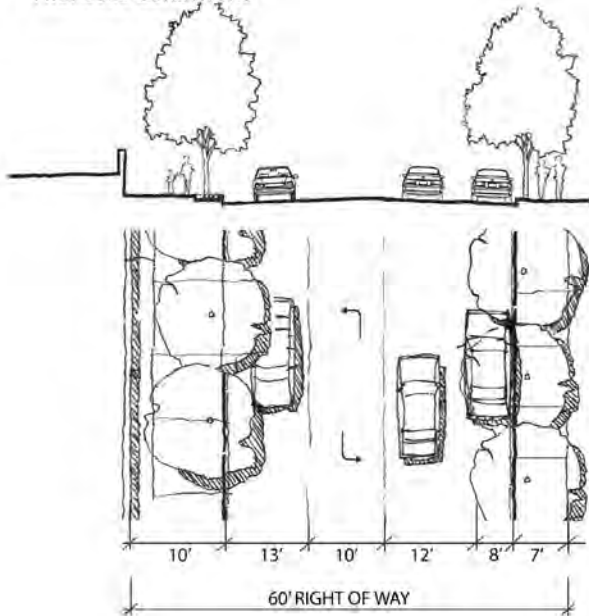
DOWNEY ROAD

EXISTING CONDITIONS

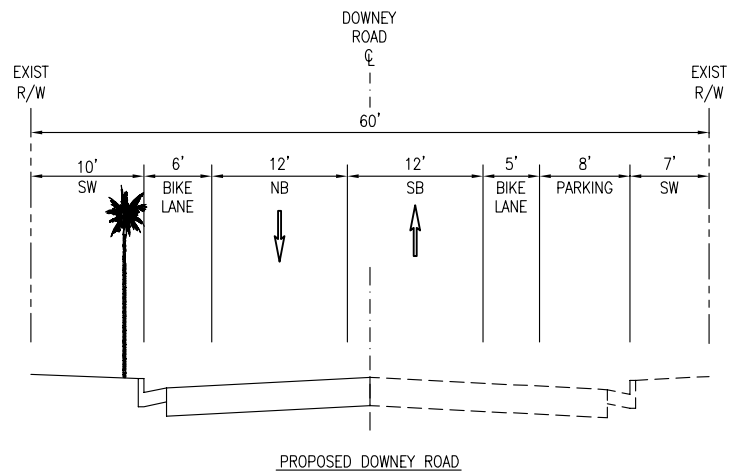


DOWNEY ROAD - PROPOSED OPTION A

PROPOSED CONDITIONS



DOWNEY ROAD - PROPOSED OPTION B



Actual configuration may vary depending upon County standards and existing conditions.

FIGURE 3.E - ILLUSTRATIVE CONCEPT DESIGN - MEDNIK AVENUE

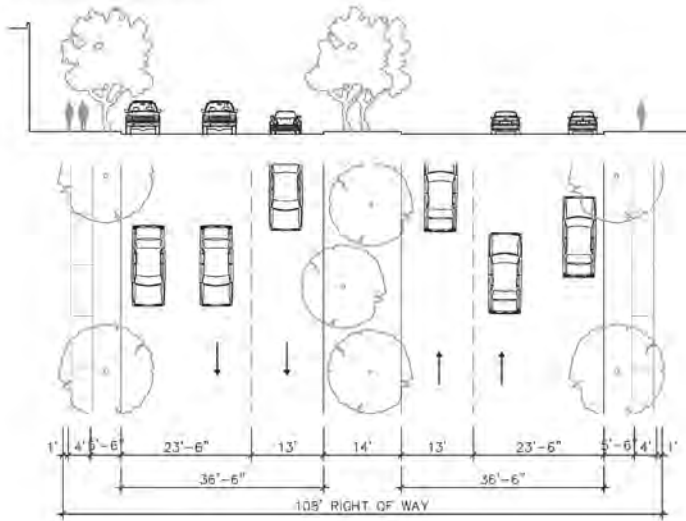


Mednik Avenue can become a more pedestrian and bike friendly street with the introduction of street trees along the edge and center median. Dedicated bike lanes are introduced.

Figure 3.F illustrates the existing conditions and concept design conditions for Mednik Avenue and Ford Boulevard.

FIGURE 3.F - STREET SECTIONS - MEDNIK AVENUE

MEDNIK AVENUE
EXISTING CONDITIONS



PROPOSED CONDITIONS

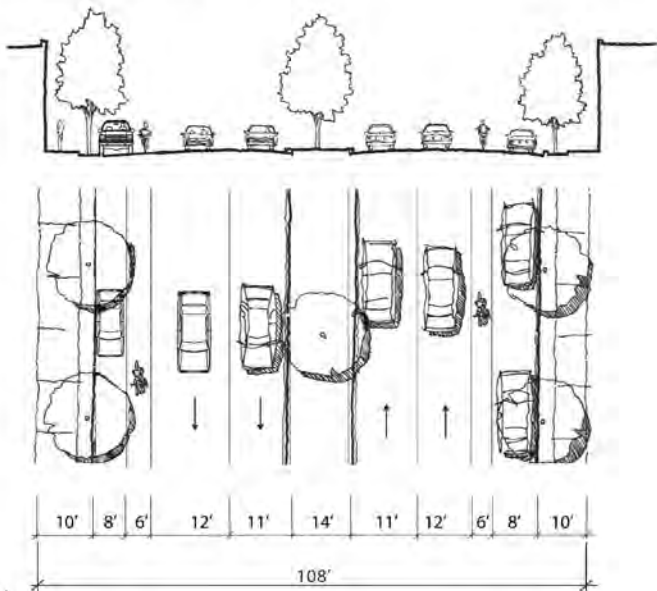
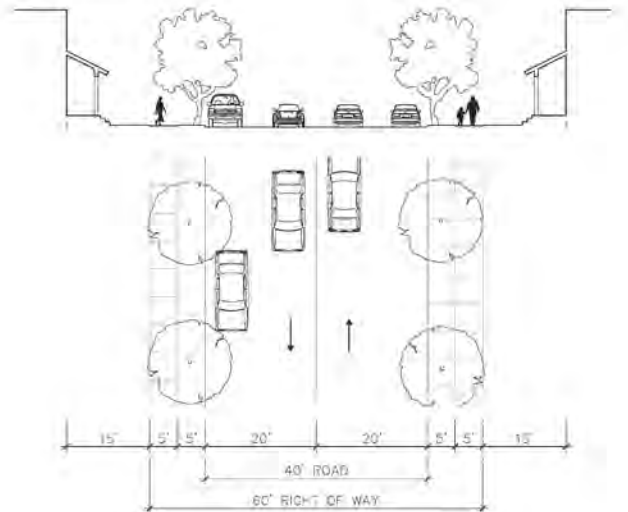
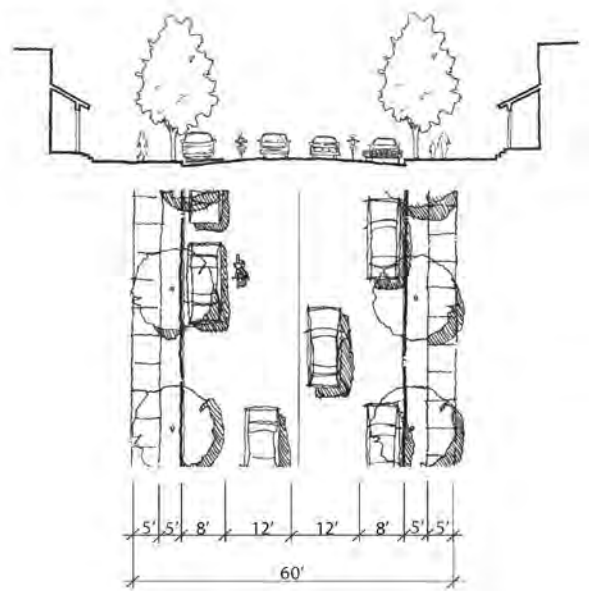


FIGURE 3.G - STREET SECTIONS - FORD BOULEVARD

FORD BOULEVARD*
LA VERNE, ROWAN, & 6TH WITH SIMILAR SECTION
EXISTING CONDITIONS



PROPOSED CONDITIONS



STREETSCAPE IMPROVEMENTS

Streetscape improvements are recommended for nearly all streets in the plan area. These recommendations are designed with construction costs in mind, and for most streets relatively modest sidewalk improvements and street tree plantings constitute the majority of the recommended work.

The descriptions of the improvements are general in nature, and do not take into account the details of existing conditions in each block of each street. In some cases existing pavement or sidewalks may need replacement. The Department of Public Works (DPW) will make such determinations at the time the street improvements are designed and constructed.

When a new development project occurs, DPW or the Department of Regional Planning (DRP) may require that the developer make improvements to the streets abutting the project to a) bring them into conformance with current standards, and/or b) bring them into a state of good repair. The standards of this Plan define the general design requirements for current standard. The Public Works department will define the requirements for conditions on a case-by-case basis. The required improvements generally extend from the property frontage line to the centerline of the public right-of-way on all project frontages.

In virtually every instance, the recommended improvements are intended to:

- Improves pedestrian and bicycle comfort and safety
- Reduce noise and enhance the living conditions



An example of a curb extension.

- Moderate the speed of vehicles without unreasonably impeding movement
- Provide convenient curbside parking for visitors or customers
- Plant or replant street trees to shade and shelter the pedestrian and to improve the quality of the public realm

Within these parameters, it is intended that the streets in the plan area will provide a rich variety of design and detailing to the public realm. As such, following guidelines are provided:

Curb Extensions

Curb extensions are recommended to improve pedestrian safety, comfort, and convenience, where feasible. Advantages of curb extensions include a) reduction of pedestrian crossing distance and time, b) reduction of visual width of roadway, and hence driving speeds, and c) provision of additional space for tree plantings.

Generally, the existing curb-to-curb width – typically 40 feet – of most of the plan area streets is greater than ideal. For streets that do not carry large amounts of through traffic, a curb-to-curb width of 36 feet is suitable for the pedestrian. This allows for wider sidewalks, which will moderate vehicular speeds. Curb extensions at corners and at mid-block achieve a similar benefit. Curb extensions shall not impede the circulation of buses, delivery trucks, emergency vehicles and bicycles. Curb extensions shall not extend beyond the parking lane.



A curb extension with infiltration planters and enhanced crosswalk.

Crosswalks

Safe street crossings are an important component of the pedestrian network for any urban neighborhood. As noted above, improving pedestrian comfort, safety and convenience is the central goal of the streetscape improvement program of this Plan. The following general guidelines are provided for crosswalk design:

1. Crosswalks should be clearly marked.
2. Where applicable, curb extensions should be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety.
3. On streets with significant retail activity, mid-block crosswalks should be considered, as in many cases they can significantly increase retail sales by encouraging shoppers to shop both sides of the street.
4. In-pavement LED lighted crosswalks should be installed, as feasible, at intersections that are not controlled by a traffic signal. LED lighted crosswalks shall be based on the County's established guidelines.

Tree Wells

When locating new tree wells in an existing street, important design considerations include:

1. In the ideal urban tree canopy, adjacent trees at maturity generally touch one another. The typical tree spacing is generally 30 feet, plus or minus 5 feet.
2. Tree spacing and placement must be coordinated with street light placement. Street lights should normally be located midway

between adjacent trees, and are commonly spaced every 2 or 3 trees, hence 60 to 100 feet on center.

3. On streets where parking spaces are marked – either parallel or angled – trees should be located where they will not impede the opening of car doors or pedestrians accessing the sidewalk. Where parking is parallel to the curb, trees are best positioned near the front or back of the space, so that they align with a fender rather than a door.
4. The size and type of tree well should be sufficient for the tree and appropriate to the desired streetscape character. In retail areas it is important that the planter not reduce the walkable sidewalk surface. In such cases, tree grates with a wide diameter opening to accommodate a mature species tree trunk are generally recommended. In residential streets, a softer appearance may be preferable and ground plantings in larger planters or in continuous parkway strips may be provided.
5. Tree wells should utilize Low Impact Development (LID) designs that encourage storm water to slowly infiltrate through plants and soils in order to reduce the burden on storm drains and downstream discharge points, to cleanse water before it is discharged into storm drains, and to recharge the aquifer basin.



A V-gutter allows storm water to flow between the parking and the street.



A crosswalk can be defined by striping and/or a change in paving material.

Street Furniture

A varied palette of street furnishings that respond to the needs of pedestrians is recommended. Benches and trash receptacles, for instance, should be provided on busy shopping streets for customer comfort and litter control. These should be well-designed and functional, and should harmonize with the overall urban design of that street or that place.

Street furniture, traffic control boxes, and other infrastructure should not block the pedestrian way. Benches, in particular, should be placed with careful consideration of their relationship to surrounding buildings and businesses. Benches placed perpendicular to the street are often best, as the sitter is neither staring at one storefront nor at passing traffic or sides of parked cars. Benches outside bakeries or coffee shops can be very pleasant for customers of those businesses. And of course benches at bus stops are always desirable. Benches in areas with low volumes of pedestrian traffic are generally unnecessary and may attract sleepers. Mid-bench arms that are added to discourage sleeping should be far enough apart so that two people can sit comfortably side by side.

Street Lights. Street lights are a very important element of any urban streetscape, affecting its daytime appearance and its nighttime character and safety.

Each of the major streets in the plan area should have a consistent type of fixture. Fixtures mounted on poles less than 35 feet in height and space approximately 70 to 100 feet apart are recommended.



Example of tree grate

This scale of fixture creates a rhythm and scale that is pleasant for the pedestrian and helps to define the space of the street, rather than just flooding it with light. Light fixtures should be shielded to direct light to the ground and keep it from shining up towards the sky.

PARKING STRATEGY

The purpose of the Parking Strategy is to provide sufficient on-site parking to accommodate the majority of traffic generated by a range of uses over time. Sites that are located in close proximity to rail transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. It is recognized that excessive minimum parking requirements unduly increase the cost of construction, operation, and maintenance of properties. This Strategy provides options to conventional parking requirements and the provision of alternatives that are well-suited for a mature, transit-oriented community.

Transit-supportive development and bicycle parking will encourage transit use, bicycling, and walking. The provision of carpool parking, and locating it close to the building entrance, will encourage carpool use. Parking should correspond to broad uses and building types, not specific uses, and emphasize the long term. These objectives and strategies will ensure that reasonable regulations address older properties and undersized parcels, while providing new parking designed in a



Street furniture example: Metal bench with mid-bench arm support

manner consistent with goals and policies of this Plan.

Objectives

- Enable motorists to park once by encouraging shared parking facilities.
- Reduce diffused, inefficient, single-purpose parking.
- Avoid adverse impacts on residential neighborhoods.
- Maximize on-street parking and provide opportunities for on-street diagonal parking.
- Increase visibility and accessibility of existing parking.
- Provide flexibility for the redevelopment of smaller parcels and for the preservation and rehabilitation of older and historic buildings.
- Promote flexible and creative incentives and solutions.
- Recognize and accommodate multi-modal transportation options that include walking, bicycling, bus, rail, carpooling, as well as the automobile.

Strategies

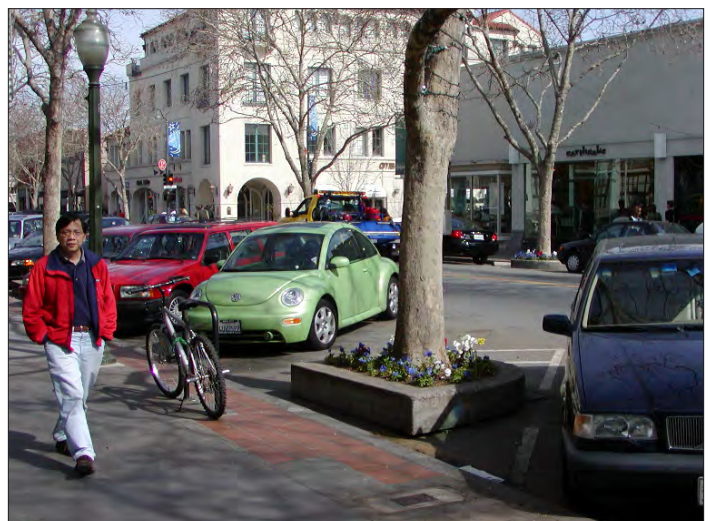
- Reduce the amount of required parking for residential and non-residential development in order to lower construction costs and to foster a transit- and a pedestrian-supportive community.
- Reduce loading space requirements for smaller parcels to lower construction costs and to allow for on-street loading, where feasible.
- Eliminate additional parking requirements for a change of use in existing buildings, to lower

construction costs and to foster adaptive reuse.

- Encourage shared parking to allow for the more efficient use of existing facilities.
- Allow for shared, off-site residential parking to encourage the more efficient use of existing facilities.
- Establish on-street diagonal parking, where feasible.
- Establish fee-based on-street parking, where feasible.
- Facilitate public parking opportunities on County-owned parcels and parking lots.
- Establish preferential parking on residential streets to limit non-resident parking and to make it easier for residents to find a parking space on their block. Preferential parking may be established pursuant to the County's guidelines on preferential parking districts.
- Require parking for bicycles and carpools.



Street lights are important elements in the day and at night



Curb-side parking provides a convenient place to park for retail without the need for large parking lots

BICYCLE SHARING SYSTEM STRATEGY

Bicycle sharing systems provide meaningful access to public transportation and help address the problem of the “first and last mile.” Moreover, bicycle sharing programs, like all forms of active transportation, provide numerous benefits, such as reduced carbon emissions and improved public health. The vision of bicycle sharing system is a community of travelers with new opportunities to walk or ride a bicycle as part of their everyday life. The vision of this system is the creation of an improved transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and the community as a whole.

Objectives

- Support the development of a fully integrated multimodal transportation network.
- Increase bicycle and pedestrian mileage.
- Improve the connections among bicycle, pedestrian, and transit systems.
- Allow people to bicycle safely, conveniently, and comfortably within five miles of their destination.

Strategies

- Coordinate efforts with Metro, other agencies, cities, and businesses in bicycle sharing planning, implementation, and operation.
- Support and facilitate an integrated bicycle sharing system within East Los Angeles and the region.
- Facilitate a seamless system among the various cities and agencies so that bicycle sharing and bike parking station technology is compatible and can be seamlessly used by patrons.



Example of Bike Sharing Station



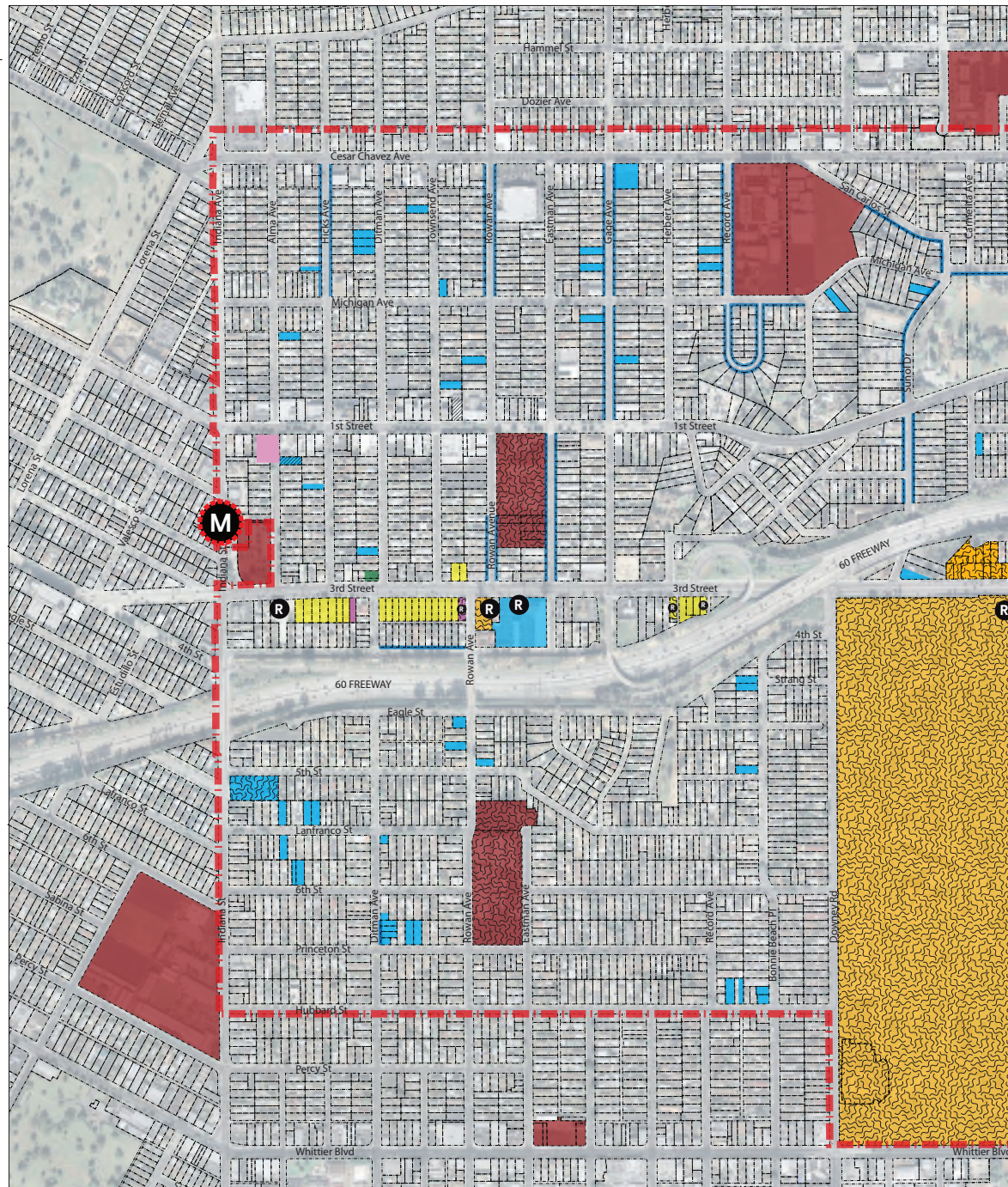
Example of creatively designed bicycle rack

Chapter 4 HISTORIC PRESERVATION



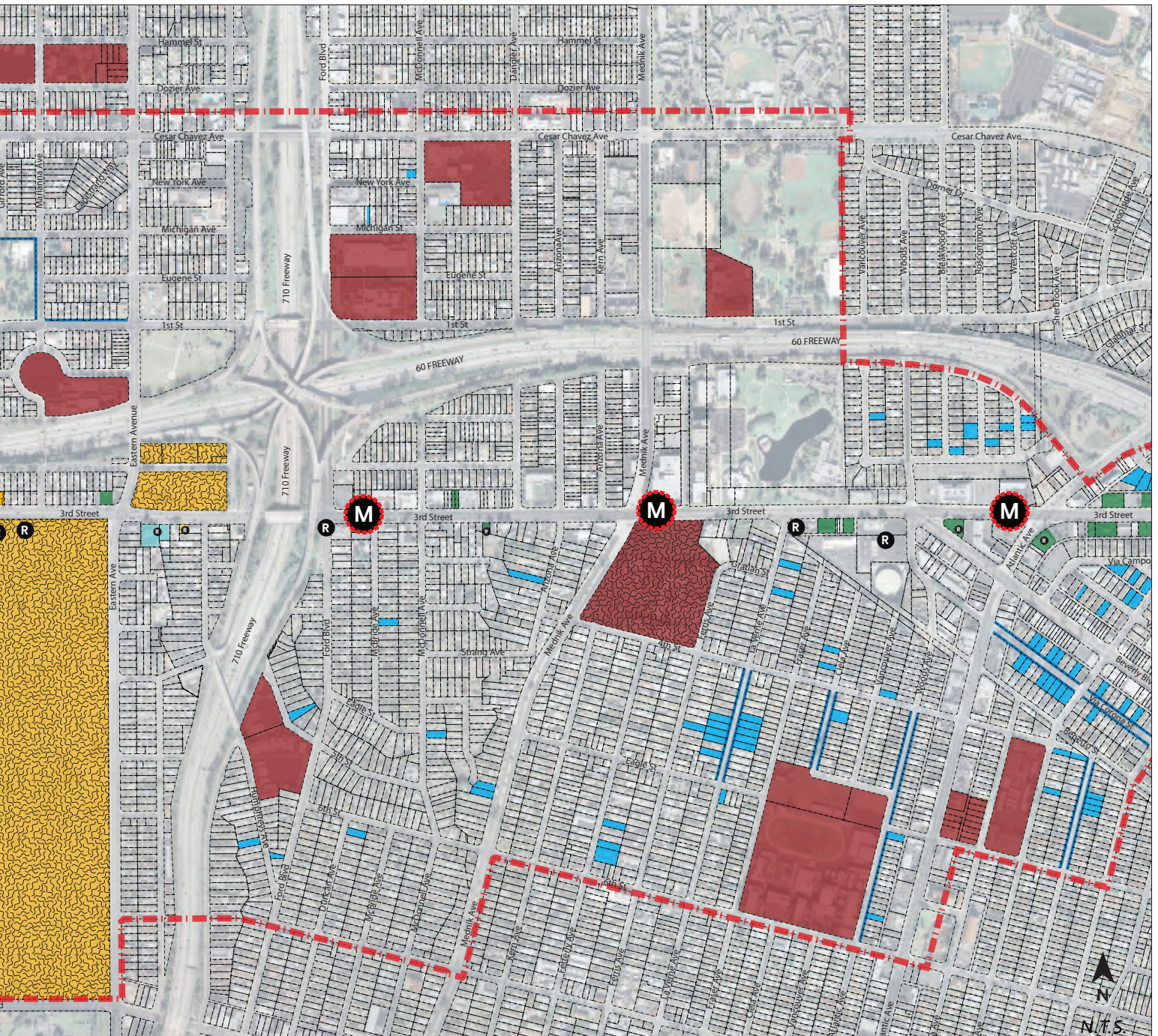
FIGURE 4.A HISTORIC RESOURCES

- Early Development Residential (1890-1930)
- Early Development Commercial (1890-1930)
- Churches and Cemeteries (1890-1930)
- Schools
- Industrial (1930s)
- Mid-Century Commercial (1940-1960)
- R Rare Example of Property Type
- Good Example of Style and/or Rarity
- Frontages - Potential "Conservation Zones"
- Listed in Historic Resources Inventory (See Appendix)
Status: "2s", "3s", or "5s2"
- Plan Boundary
- M Metro Gold Line Station



HISTORIC PRESERVATION

Through observation and research, it was determined that there are historic, architectural and cultural resources in the plan area (See Figure 4.A). Currently, there is no historic designation or review process in place in the County of Los Angeles that would help protect these resources or help in the revitalization to restore the historic character to the area. This section puts together a framework for a preservation strategy to foster historic preservation through community education, technical assistance and financial incentives for property owners to assist with redevelopment.



The common or historic neighborhood names associated with the project area are Belvedere, Occidental Heights, Maravilla Park, Belvedere Gardens, Eastmont and Bella Vista. Currently, 3rd Street is a mix of residential and commercial property types but began as a residential street in the late 1880s. The surrounding neighborhoods are almost exclusively residential. (See the Appendix for additional historical data.)

PURPOSE

The purpose of this preservation strategy is to establish goals and objectives for the continued maintenance and protection of the historic resources in the plan area. The goals are organized around concept areas of preservation policy: 1) public awareness; 2) identification, evaluation and protection of historic resources; 3) incentives; and 4) integration with community development programs.

Goal 1: Increase public awareness of the history of East Los Angeles and historic preservation policies and practices through the display of public art, plaques, interpretive signage, and other similar exhibits.

Heritage education in the schools can create a sense of pride in East Los Angeles and stronger feeling of connection to the community. Plaques, public art and exhibits that direct attention to historic resources are a powerful way to illustrate and interpret the history of the built environment.

Educating the citizens of East Los Angeles is essential to the development of an effective historic preservation program. Education and outreach to the community should include both information about the history of the area and information about historic preservation policies and practices.

Objectives

- Promote the benefits of owning and rehabilitating historic property with the Mills Act Program.
- Promote East Los Angeles's historic and cultural resources through a variety of programs and activities related to cultural and ethnic groups.
- Encourage public comment and participation in preservation decision-making during the landmark designation process.
- Promote interpretation of local history through walking tours. Develop a signage/wayfinding program with maps and markers related to historic buildings and sites in the community
- Identify property types that explain community history and development.



From top:

- View north from Whittier and Atlantic, circa 1924
- View north from Whittier and Atlantic, circa 1930
- Intersection of 3rd Street and Indiana Street, circa 1927
- A home in the Belvedere neighborhood, circa 1943



Goal 2: Protect historic and cultural resources from demolition and inappropriate alterations.

Federal, state and local regulations that protect historic and cultural resources are based on identification and designation. The community of East Los Angeles does not have a local designation process or regulations that protect historic resources. The area must rely on federal and state law, which is limited in its protection value.

Inappropriate alterations and/or additions to historic resources raise important concerns. Historic resources, and/or the context in which they are meaningful, may be damaged due to alterations, additions or demolition.

The purpose of this goal is to bring awareness to the available procedures and mechanisms that will help protect historic resources.

Objectives

- Discourage the demolition or inappropriate alteration of historic buildings.
- Encourage, maintain and restore historic character of neighborhoods.
- Encourage stricter code enforcement to eliminate inappropriate alterations, and promote health, safety, and sustainability.
- Ensure compliance with California Environment Quality Act (CEQA) and Section 106 of the National Historic Preservation Act.

- Encourage salvaging of architectural elements that would otherwise be transported to landfills as a result of alterations or demolition.

Goal 3: Promote the preservation of historic and cultural resources through incentives and technical assistance.

Incentives are an effective way to encourage preservation of historic resources.

Available resources currently include: the Community Development Block Grants program, and the Home funds program through the Community Development Commission of the County of Los Angeles.

Promotion of the available incentives and technical assistance will result in many more historic and cultural resources in East Los Angeles being preserved for future generations.

Objectives

- Promote and award financial incentives through the Mills Act Program
- Promote the revitalization of historic properties through the Mills Act Program.
- Promote available resources for homeowners through the Community Development Commission.
- Train County staff and community members to

provide technical assistance to property owners concerning the maintenance, rehabilitation and restoration of historic resources.

Goal 4: Integrate historic preservation into the community and economic development strategies.

Historic preservation is a proven, effective community and economic development strategy. Unique historic structures are the signature of many communities and East Los Angeles is no exception. Neighborhoods of housing stock representing the eastward development pattern including Craftsman bungalows, Revival styles and Modern traditional, in addition to distinguished commercial and civic buildings that make East Los Angeles a unique place.

Historic preservation projects result in investment in the local economy. Policies that help preserve neighborhoods involve both historic preservation and economic development.

Objectives

- Use historic preservation as a basis for neighborhood improvements and community development.
- Develop neighborhood Bungalow Revitalization and Conservation Zone program designed to foster an appreciation of the residential bungalow as a distinctive housing type, encourage appropriate rehabilitation, and assist owners with adapting their homes to current needs, which in turn helps to strengthen their neighborhoods.



Family in the Belvedere neighborhood, circa 1937



Intersection of Whittier Boulevard and Atlantic Boulevard, circa 1910-1920 (Adjacent to Plan area)



Security Bank , circa 1923



A group of craftsmen houses, circa 1915



Historic Aerial of East Los Angeles in 1928 (Plan Area) before freeways were constructed



Historic Aerial of East Los Angeles in 1952 (Plan Area)